South Moreland Avenue LCI Study

Funded through the ARC's Livable Centers Initiative Program





The City of Atlanta Bureau of Planning

Final Report

Acknowledgements

Shirley Franklin, Mayor - City of Atlanta

Atlanta City Council

Lisa Borders, President
Carla Smith, District 1
Kwanza Hall, District 2
Ivory Lee Young, Jr., District 3
Cleta Winslow, District 4
Natalyn Mosby Archibong, District 5
Anne Fauver, District 6
Howard Shook, District 7
Clair Muller, District 8
Felicia A. Moore, District 9
C.T. Martin, District 10
Jim Maddox, District 11

DeKalb County Commission

Ceasar C. Mitchell, Post 1 at Large Mary Norwood, Post 2 at Large

Larry Johnson, District 3 Kathie Gannon, Superdistrict 6

H. Lamar Willis, Post 3 at Large

Joyce Sheperd, District 12

Department of Planning & Community Development

Steven R. Cover, Commissioner

Bureau of Planning:

Alice Wakefield, Director Flor Velarde, Assistant Director Keri Stevens, Project Manager Jonathan Gelber, Senior Planner

Atlanta Regional Commission

Rob LeBeau, Senior Principal Planner, Land Use Div. Brad Calvert, Senior Planner

Consultant Team

Glatting Jackson Kercher Anglin, Inc. Market + Main, Inc. DW & Associates, Inc.

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The Atlanta Regional Commision's (ARC) Livable Centers Initiative Program

City of Atlanta Department of Planning & Community Development

SouthStar CDC

City of Atlanta Councilmembers Carla Smith & Natalyn Archibong

State Representative Robbin Shipp

State Senator Nan Orrock

DeKalb County Commissioners Larry Johnson & Kathie Gannon

Acknowledgements

Advisory Committee - South Moreland Avenue LCI Study

Atlanta City Council Members

Carla Smith, District 1

Natalyn Archibong, District 5

DeKalb County Commission

Kathie Gannon Larry Johnson

GA House Representatives:

Robbin Shipp, (Dist. 58)

State Senator:

Nan Orrock

Atlanta Board of Education:

Carla Pennyman,

Atlanta Housing Authority:

Randell Mills, Patricia O'Connell,

Atlanta Police Department:

Major E.R. Propes, Zone 6 Commander

DeKalb County Planning:

Arthur Duncan Sydney Douse

East Atlanta Business Association

Caryn Liss, President

East Atlanta Community Association (EACA)

Myron Polster, President

East Atlanta Farmer's Market

Jonathan Tescher

First Iconium Baptist Church:

Rev. Timothy McDonald

Jackie Walker

Georgia Department Transportation:

Mike Lobdell

Martha Brown UMC

David Collins, Pastor

Mt. Nebo Baptist Church

Rev. AJ McMichael, Pastor,

North Ormewood Park Neighborhood

Jamie Smith, President, Southeast Atlanta Neighborhood Association Transportation Chair

Norwood Manor

Michael Fears

NPUW

Edward Gilgor, Chair; Andy Schneggerbeurger

Fred Smith

NPUZ

Calvin Maddox, Chair

Shirley Nichols, Zoning Chair

Porch Press

Nancy Langton

Southeast Atlanta Neighborhood Association

(SAND)

Mark Turcotte, President

Adam Brachman, Vice President

SMACC

Ken Rose

SouthStar CDC

Scott Jones, President

Ron Lall

Dennis Madsen

Stonewall Heritage

Anne Phillips, President

Thomasville Civil League

Lois Wheat, President

Residents

Fred Anderson

Don Bender

Garry Long

Gene Harrison

George Hughes

Jackie Walker

Joel Finegold

Thelma McClenton

Young Hughley

John Morse

Mary Maynor

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This study is funded in part by the Livable Centers Initiative (LCI), a program offered by the Atlanta Regional Commission that encourages local jurisdictions to plan and implement strategies that link transportation improvements with land use development strategies to create sustainable, livable communities consistent with regional development policies.

Plan's Response to LCI Goals

Here is a summary of how the Plan meets the goals of the LCI Program:

Encourage a diversity of medium to high-density, mixed income neighborhoods, employment, shopping and recreation choices.

- The plan identifies a number of key nodes along the Moreland Avenue corridor for mixed-use, medium to high-density development including the Thomasville Heights Housing Project Redevelopment, the Moreland Plaza commercial area, the Ormewood neighborhood commercial node, and the Glenwood node.
- Land use and zoning recommendations are included to encourage and guide the character and use of this development.

Provide access to a range of travel modes including transit, roadways, walking and biking to enable access to all uses within the study area.

- Major components of the plan are streetscape design and policy recommendations that seek to make Moreland Avenue a safer and pedestrianfriendly corridor.
- The plan recommends a network of new multiuse trails that provide enhanced north-south pedestrian connectivity in the corridor and connect existing parks (such as Brownwood Park) to proposed parks (such as Entrenchment Creek).
- The plan builds upon the City's Bicycle Plan by identifying additional bicycle routes and design policies to connect the corridor and surrounding neighborhoods to the city.

 Both short-term and long-term transit recommendations are proposed that include enhanced bus shelters and routes to future arterial transit such as light-rail or street car to connect the corridor to the BeltLine and MARTA rail system.

Encourage integration of uses and land use policy/regulation with transportation investments to maximize the use of alternate modes.

- The proposed redevelopment sites are specifically planned and designed to be higher-density, mixed-use sites that support jobs and housing, making them more transit supportive, walkable and less dependent on the automobile.
- The larger redevelopment sites are designed to require new streets and connections that structure development on a street and block system that adds to the area's transportation network, encourages small and walkable blocks, and distributes traffic to manage impact.

Through transportation investments increase the desirability of redevelopment of land served by existing infrastructure.

- The proposed redevelopments it es along the South Moreland Avenue Corridor are served by existing infrastructure. The new street connections and pedestrian enhancements will serve to connect these sites to the surrounding neighborhoods and maximize their ability to utilize the existing transportation infrastructure.
- Major underutilized redevelopment sites in the corridor include the Moreland Plaza commercial center and the Thomasville Heights Housing projects (currently being demolished). The proposed transportation investments will serve to help catalyze these valuable development opportunities.

Preserve the historical characteristics and create a community identity.

- The proposed Model Development Standards were developed by the community to define the important characteristics of new development that when built would fit into the existing neighborhood and commercial character of the area.
- The development of Entrenchment Creek as a new park and open space serves to take an undervalued and ignored community asset and transform it into one of the area's most unique places.

Develop a community-based transportation investment program that will identify capital projects, which can be funded in the annual TIP.

 Through the public process a number of transportation projects have been identified that both enhance the quality-of-life and livability of the corridor, and increase connectivity and transportation alternatives; all of which are eligible for TIP funding.

Provide transportation infrastructure incentives for jurisdictions to take local actions to implement the resulting study goals.

- The LCI implementation funding opportunities will serve as an important incentive to implement the project identified.
- These improvements in the long-term will also provide an important signal to local land owners and developers about the City's and County's commitment to quality development in the corridor. This coupled with the design and land use regulations will ensure both public and private "implementation" of the plan.

Provide for the implementation of the RDP policies, quality growth initiatives and Best Development Practices in the study area and at the regional level.

 The plan specifically recommends the kind of mixed-use (jobs and housing), walkable and

- transit supportive development in the South Moreland Avenue corridor that ARC is intending to promote. The physical infrastructure projects (pedestrian enhancements, trails, new streets, etc.) along with the land use and design policy will serve to begin implementation.
- Develop a local planning outreach process that promotes the involvement of all stakeholders particularly low income, minority and traditionally underserved populations.
- The public planning process has included; design workshops at three different local churches to promote as wide a range of participation as possible, a variety of smaller NPU and neighborhood organization meeting updates, regular Advisory Committee meetings, broader public meetings, informational posters distributed to local businesses, churches and schools, and public mailing notifications of the process.
- Over 300 people have attended the variety of meetings and workshops.

Provide planning funds for development of the corridor that showcase the integration of land use policies/regulations and transportation investments with urban design tools.

 This LCI process with the local funding support of the City of Atlanta, has served to identify projects and policies for the South Moreland Avenue Corridor that will implement and ARC's LCI goals.

Project Priorities:

A clear message expressed throughout this planning process from the community is the desire to enhance the livability of the South Moreland Avenue Corridor and surrounding neighborhoods through policies and projects that: makes it more multimodal (walking, cycling, transit, and cars), supports mixed use development, and includes stronger private development standards to promote pedestrian-friendly urban form.

The projects and priorities that have resulted are organized in several key areas. Provided here is a summary and highlight of the plan's project and priorities.

Traffic –The impact of traffic on the livability of the corridor is the single most identified concern of area residents. The community outreach process identified safety, health and quality-of-life concerns to high traffic volumes, high observed traffic speeds, and a high proportion of heavy truck traffic along Moreland Avenue.

- The plan recommends streetscape and pedestrian crossing projects designed to help calm traffic in the corridor, and manage the speed and behavior to both car and truck traffic, and enhance livability by mitigating some of the adverse visual, noise, and safety impacts of Moreland Avenue's traffic conditions.
- Avenue community and Advisory Committee to have the City of Atlanta, DeKalb County and the Georgia Department of Transportation review their policies related to heavy-duty, through truck traffic on corridors, such as Moreland Avenue, relative to the health and livability impacts on adjacent neighborhoods due to truck traffic, and in particular the cumulative health effects of diesel exhaust particulate. This will require additional study, and involve the cooperation of City, County, and State-level elected officials working with the Georgia Department of Transportation and the Public Health community, to identify policy options that can be implemented.

Intersections – Several key intersections were identified as being barriers and traffic issues in the corridor.

- The I-20 interchange is a barrier for pedestrians and cyclists north-south. The proposed reconfiguration provides a potential solution that provides safer pedestrian access and more accessible vehicular access.
- Both the Glenwood Avenue and Skyhaven Road intersections were identified as traffic and safety problems based on their off-set configuration. The plan recommends the realignment of these intersections creating better east-west connectivity and increasing traffic capacity on Moreland Avenue.

Pedestrian Crossings – Moreland Avenue itself is a significant pedestrian barrier given the speed and volume of traffic and its 4-lane width.

 The plan recommends a series of new pedestrian crossings (signalized and unsignalized) throughout the corridor to create safer and more regular pedestrian crossings. Where space allows, these crossings are designed with landscaped islands that promote traffic calming and provide a pedestrian refuge.

New Street Network – There are several large redevelopment opportunities along the corridor that can and should accommodate new street network. These new connections will serve to provide added transportation capacity in the corridor, create smaller, walkable blocks, and reconnect these large sites to the surrounding neighborhoods.

Key among these are "Entrenchment Creek Parkway" a north-south street that could connect McDonough Boulevard to Custer Avenue creating a parallel route to Moreland Avenue.

Transit – Connecting the corridor with enhanced transit opportunities is a key goal identified by the community.

 The plan recommends in the short-term new and enhanced bus shelters along existing routes and the potential to reevaluate existing bus routes and timing to better serve the area.



View of proposed streetscape and pedestrian crossing on Moreland Avenue

 In addition, long term recommendations include fixed arterial transit (light rail or street car) along Moreland Avenue that connects it to the BeltLine and MARTA system.

Pedestrian Enhancements & Streetscape – The plan focuses on pedestrian improvements along Moreland Avenue and in the surrounding neighborhoods.

- The plan recommends widened sidewalks and enhanced streetscape along all portions of Moreland Avenue.
- In addition, the plan identifies new sidewalks on adjacent neighborhood streets that are currently without sidewalks.

Open Space, Trails & Greenways – The area includes several unique open space and trail opportunities.

- Entrenchment Creek Park is a valuable open space opportunity in a floodplain area that is undevelopable. This enhanced open space would serve as a catalyst for adjacent redevelopment and provide a significant recreational resource.
- A number of new trails are proposed along creek corridors that would connect to the future BeltLine Trail, Entrenchment Creek Park, and the future trail systems in DeKalb County.

Bicycle Routes – The area includes a strong and active cycling community that desires a safer system of routes and facilities to connect to the City's existing system.

 The plan identifies new route opportunities and facility policies to create safe and attractive cycling routes and promote bicycle use as a viable transportation alternative.



Proposed Entrenchment Creek Park (View from Moreland Avenue Bridge)

Land Use – The plan identifies critical future land use changes necessary to promote the proposed redevelopment and open space recommendations.

- These include changing much of the current "low density commercial" use along the corridor to "mixed- use", and changing selected and focused residential areas from "single family residential" to "low density residential" to allow for townhome type redevelopment in key areas along the corridor.
- In the unincorporated DeKalb County section of the study, changing the Moreland Plaza site from "suburban residential" to "town center" to promote mixed use redevelopment.

Quality of Life Design Character – Throughout the corridor there is a need to enhance the design and site planning standards for future redevelopment.

- The plan recommends the use of the City's Qualityof-Life zoning categories in order to implement the pedestrian-oriented design standards.
- In addition, the plan outlines "model development standards" that the community has developed in order to help regulate future mixed-use redevelopment projects.

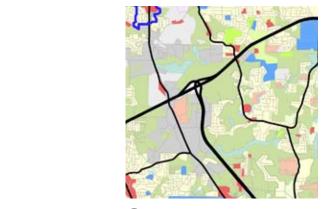


View of redeveloped Thomasville Heights along Moreland Avenue

Housing – The community identified the need and desire to promote a mix of housing that accommodates affordable workforce housing, opportunities for senior housing, and a range of housing types that create diversity in the corridor.

- The plan identified and designed concepts for key redevelopment sites that illustrate how a range of housing types and product could be accommodated (specifically for the Moreland Plaza and Thomasville Heights Housing project sites) with land use and zoning recommendations to support a range of use (City's Quality-of-Life Districts).
- The corridor is eligible to utilize the City's Renewal Communities Program (RC) and Urban Enterprise Zone (UEZ) Programs to incentivize the inclusion of workforce housing in redevelopment projects.

In addition, the Atlanta Housing Authority (AHA) plans to redevelop the Thomasville Heights Housing Project as a mixed-income neighborhood with workforce housing opportunities.



Section 1.0 Background

Overview of the LCI Program

The Livable Centers Initiative (LCI) is a program offered by the Atlanta Regional Commission that encourages local jurisdictions to plan and implement strategies that link transportation improvements with land use development strategies to create sustainable, livable communities consistent with regional development policies. The LCI program is intended to promote greater livability, mobility and development alternatives in existing employment center, town centers and corridors. The rationale is that directing development towards areas with existing infrastructure will benefit the region and minimize sprawling land use patterns.

Funding for study projects are awarded on a competitive basis to local governments and non-profit sponsors for producing plans to define future center development strategies and supporting public and private investments. ARC funded 67 planning studies in the first seven years of the LCI program (in 2000 to 2006).

Key Goals for the LCI Study

The LCI program was established with ten goals that can be summarized as three general concepts that encourage mixed land use, transportation options, and public involvement.

- Encourage a diversity of residential neighborhoods, employment, shopping and recreation choices at the activity center and town center level; housing should be given strong focus to create mixed-income neighborhoods and support the concept of "aging in place";
- 2. Provide access to a range of travel modes including transit, roadways, walking and biking to enable access to all uses within the study area; and,
- 3. Develop an outreach process that promotes the involvement of all stakeholders (including those not often involved in such planning efforts).

Every LCI study is expected to address these three key concepts as a part of the planning process and eventually identify projects for implementation which can be funded under the LCI program with matching contributions from local jurisdictions.

The South Moreland Avenue LCI Study Background & Purpose

In 2001, the Southstar Community Development Corporation (CDC) undertook a study to analyze a portion of the Moreland Avenue Corridor. To further some of the design concepts and ideas that emerged from that study, Southstar CDC along with the City of Atlanta applied for the LCI funding grant in late 2006 for the South Moreland Avenue corridor with an expanded study area from I-20 to Constitution Road. Local matching funds were sourced from the City of Atlanta through Council members Carla Smith and Natalyn Archibong representing Council Districts 1 and 5 respectively.

The Planning Process

The planning process for this study was designed to inform the public visioning and guide the development of recommendations. It began with an existing conditions analysis that served to identify critical needs, issues and opportunities. For this study, the existing conditions analysis was focused on transportation, land use and redevelopment issues. In addition, a Market Analysis was conducted for the study area which served to outline the scale and type of potential future development and identify obstacles and opportunities to redevelopment. The complete Existing Conditions Analysis is described in detail in Section 2.0 of this report.

The public visioning process (described in detail in Section 3.0) served to focus and direct the identification and design of specific projects and long-term strategies for the corridor based upon the issues and opportunities uncovered. A multi-day design workshop was used to bring the planning team and public together in a focused planning and design exercise. This workshop served as a way to quickly assimilate the various planning and design issues into a draft set of concepts and recommendations. Following the workshop, the planning team continued to refine the recommendations with input from the Advisory Committee in order to prepare the final plan and recommendations (Section 4.0) and implementation plan (Section 5.0).

Study Area for Moreland Avenue LCI

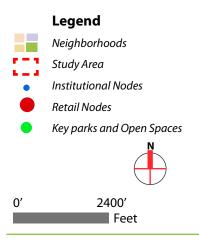
This study is focused on Moreland Avenue from just north of I-20 to just north of Constitution Road. The study area itself extends a quarter mile on either side of the corridor into the neighborhoods along Moreland Avenue.

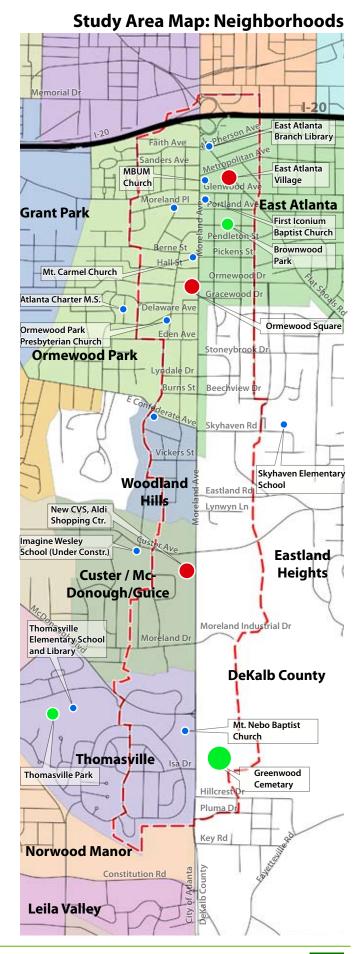
Some of the key neighborhoods within the study area include:

- Ormewood
- East Atlanta
- Eastland Heights
- Woodland Hills
- · Custer/McDonough neighborhood
- Thomasville Heights and the Thomasville neighborhood
- Norwood Manor neighborhood

The study area is in the proximity of culturally diverse mix of destinations.

- The East Atlanta village retail district
- The East Atlanta Village Farmer's Market
- · The East Atlanta Branch Library
- A number of churches including the Martha brown united Methodist Church, the First Iconium Baptist Church, the Ormewood Park Presbyterian Church, the Mt. Nebo Baptist Church and others.
- Parks Brownwood Park, Thomasville Park and a few other neighborhood pocket parks. Besides the area is in close proximity to Grant Park, Zoo Atlanta, and the East Lake YMCA.





Background

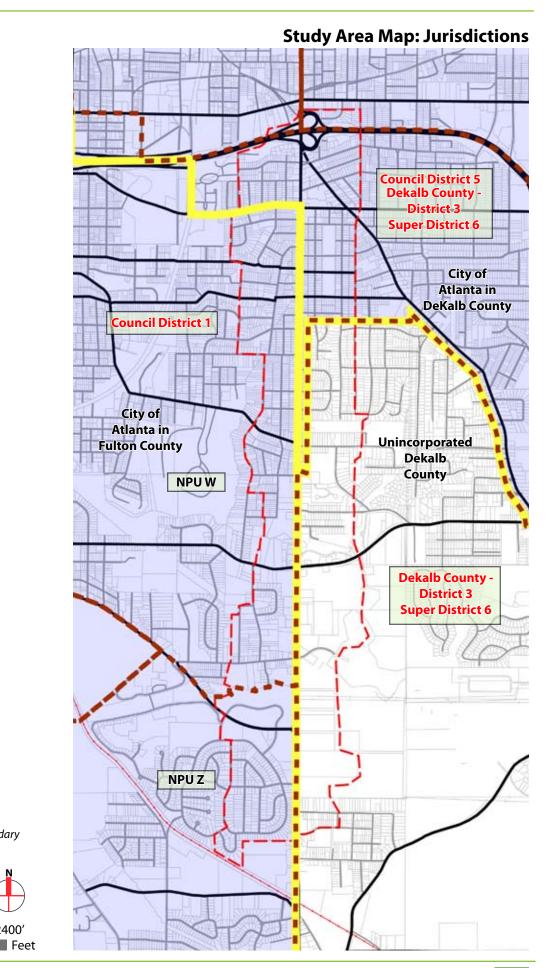
Study Area Jurisdictions for Moreland Avenue LCI

Moreland Avenue is the boundary between Fulton and DeKalb County. The study area within Fulton County lies within the City of Atlanta and includes a large portion of NPU W and a smaller portion of NPUs Z.

The area east of Moreland Ave. is a part of the City of Atlanta, but lies in DeKalb County. Within the study area limits, it includes the neighborhoods around Brownwood Park and the East Atlanta Village. This area is represented by both, the council members from the City as well as representatives from DeKalb County.

All of the study area in the City of Atlanta jurisdiction falls under Council Districts 1 & 5, represented by Council Members Carla Smith and Natalyn Archibong respectively.

The Dekalb County portion of the study area is a part of District 3 represented by Commissioner Larry Johnson and Superdistrict 6 represented by Commissioner Kathie Gannon



South Moreland Avenue LCI Study

2400'

Council District Boundary

Legend

Study Area

0'

NPU Boundaries

Background

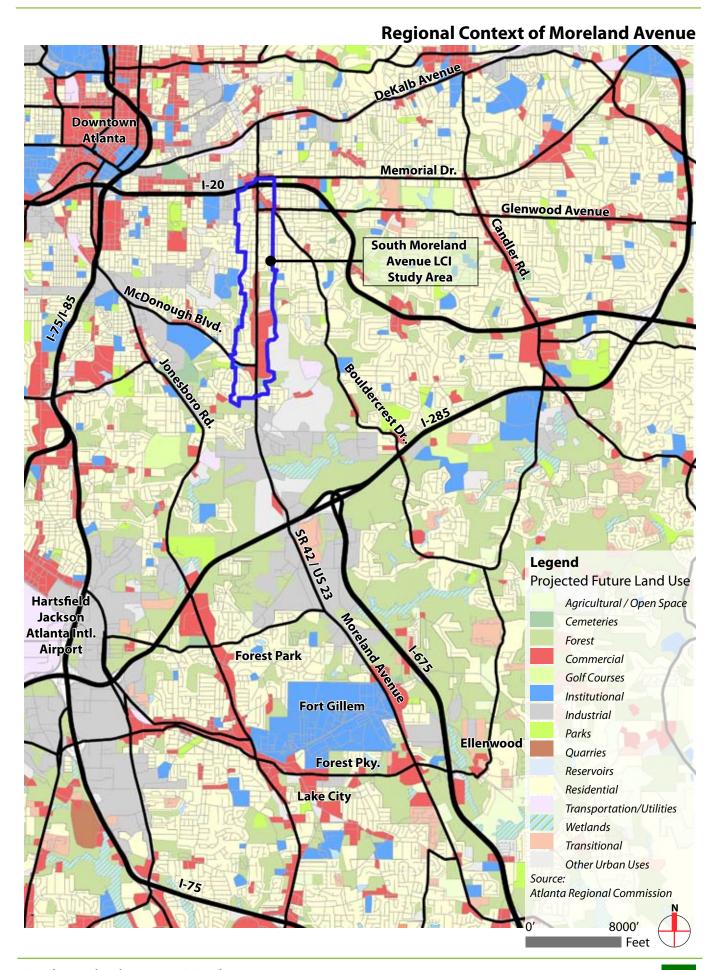
Regional Context of Moreland Avenue

The adjacent map provides a view of Moreland Avenue in context of Southeast Atlanta's land use and transportation patterns. It highlights the land use transition from historic urban neighborhoods located in close proximity of downtown to the first ring suburban neighborhoods of Grant Park, Ormewood and East Atlanta, to the emerging suburban residential developments in south-west Dekalb County, and the strong industrial development strategically located close to the I-285 corridor.

In a transportation role Moreland Avenue forms a key artery that:

- Connects I-20 with I-285
- Extends beyond I-285 and acts an alternate route to I-675
- Acts as an alternate route to I-75 for suburban south-east Atlanta neighborhoods

It connects origins – in-town residential neighborhoods and suburban neighborhoods in South-west DeKalb and North Clayton counties, with destinations – industrial employment centers near I-285, Fort Gillem, employment and retail centers in the East Atlanta and Downtown Atlanta. Thus the regional mobility function of Moreland Avenue puts pressure on the study area located closer in-town. The key issue for the study will be to recognize the transitioning nature of the corridor as it becomes a part of the urban street network and balancing regional mobility goals with local neighborhood preservation goals.



Truck Route Policies

Truck routes provide access for freight movement to and from industrial areas. The City of Atlanta Municipal Code and Official truck Route map identifies officially designated truck routes. The entirety of Moreland Avenue, from Ponce de Leon Ave to the City Limits is designated as a truck route.

Moreland Avenue (State Route 42, US Route 23) is a part of the state route system and therefore is also considered to be a truck route under the jurisdiction of the Georgia Department of Transportation (GDOT).

The Atlanta Strategic Action Plan (ASAP) outlines the City's desire to retain existing industrial land uses for reasons of economic development, tax revenue and employment; businesses in industrial areas require good truck access. The ASAP also seeks to maintain and improve accessibility and connectivity for in-city and through-city freight traffic, provided that the City's residents and businesses are not unreasonably impacted by freight-related traffic, noise or airpollution. Any changes to truck designated routes must carefully balance the needs of all stakeholders including residents and businesses.

The Connect Atlanta Plan, the City's first comprehensive transportation plan, is an ongoing study to address the City's transportation challenges and their relation to land use and the quality of life. The Connect Atlanta Plan will examine the issue of truck routes in the city and develop a policy on truck routing through work with GDOT, the Atlanta Regional Commission (ARC) as well the City's Department of Public Works and County agencies. The Connect Atlanta Plan is expected to be adopted by City Council in the last quarter of 2008.

DeKalb County's Comprehensive Transportation, currently in its final approval stages, identifies Moreland Avenue within the study area as a designated Truck Route.

Any change to the current status of Moreland Avenue as a designated truck route, or additional restrictions or limits to the operations of trucks, would require legislative and administrative action at the local, county and state level, including changes to city,

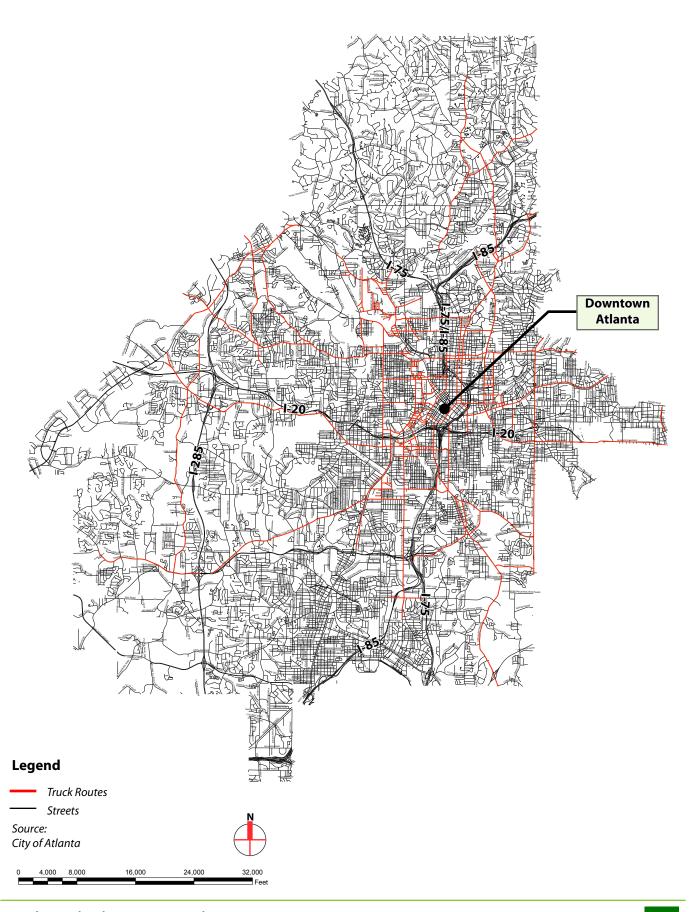
county and state-wide transportation, industrial, and land-use policies. Such changes would have to be considered not only in the context of these policies, but also as part of a city and region-wide study to determine alternative routes.

City of Atlanta municipal code pertaining to truck routes:

Sec. 150-237. Restricted vehicles required to use truck routes; exceptions. All motor vehicles having a gross weight in excess of 36,000 pounds, including the load, or having an overall length in excess of 30 feet, except vehicles designed to carry passengers, are prohibited from using any street within the city, except those streets authorized by ordinance and designated as truck routes, except when:

- (1) The terminal, parking lot, repair garage or headquarters of the restricted motor vehicle is not on a designated truck route, ingress to and egress from those places shall be made by the most direct route available between the terminal, parking lot, repair garage or headquarters and nearest designated truck route;
- (2) A delivery or pickup is to be made at a location which is not on a designated truck route and not within the area bounded by Baker Street on the north, Courtland Street and Washington Street on the east, Memorial Drive and Garnett Street on the south and Spring Street on the west, exclusive of the boundary streets, ingress to and egress from that location shall be made by the most direct route available between that location and the nearest designated truck route; and
- (3) A delivery or pickup is to be made by a truck tractor, road tractor, combination truck tractor semitrailer or combination road tractor-trailer at a location which is within the area of the city bounded on the north by Baker Street, on the east by Courtland Street and Washington Street, on the south by Memorial Drive and Garnett Street and on the west by Spring Street, exclusive of the boundary streets, the delivery or pickup shall not be made between the hours of 7:00 a.m. and 7:00 p.m. (Code 1977, § 13-2378)

City of Atlanta Truck Routes



Past and Current Planning Initiatives

Since the year 2000, a number of planning initiatives have been carried out in the vicinity of the study area. Key recent studies include:

The Beltline Redevelopment Plan (2005) outlines the wide range of redevelopment opportunities associated with the proposed 22-mile Beltline transit and greenway corridor. A tax allocation district (TAD) has already been approved to help fund redevelopment efforts along the corridor. Two key trail connections in the Custer Avenue area (see diagram on adjacent page) have been identified as a part of the BeltLine trail system. These trails could likely be expanded to connect portions of the intown neighborhoods along Moreland Ave. within this study area to eventually create a system of trails that allows access to Brookwood park, the Entrenchment Creek and new communities developed as a part of this plan.

Ponce De Leon - Moreland Avenue LCI Study (2005) outlines redevelopment opportunities for Moreland Avenue north of the I-20 interchange. Key recommendations from the study include mixeduse redevelopment opportunities, streetscape enhancements to the corridor and pedestrian and streetscape enhancements to the bridge over the I-20 interchange. The pattern of redevelopment that has taken shape north of I-20 will likely influence the approach to redevelopment along South Moreland Avenue.

The Moreland Avenue Corridor Master Plan (2000)

prepared for the Southstar Community Development Corporation (CDC), studies a portion of Moreland Avenue from I-20 to Custer Avenue. Key recommendations from this study include encouraging redevelopment of existing retail nodes and/or new mixed-use centers in the East Atlanta Village area, at Ormewood Avenue and at key locations south of E. Confederate Avenue including the Moreland Shopping Plaza. The study also recommended intersection realignments at key intersections, new street connections, streetscape improvements and pedestrian enhancements to Moreland Avenue. Many recommendations from this study will form the basis for additional rec-

ommendations and implementation projects funded under the LCI program.

The I-20 East Corridor Study (2004) by MARTA explores a bus rapid transit (BRT) alternative extending from downtown Atlanta to a location near the Mall at Stonecrest via I-20 (on a predominantly exclusive busway). In concept, a station is planned to be located at the Moreland Avenue interchange with I-20. Any future transit improvements related to the BRT system will likely need to address issues of the Moreland Avenue interchange as well.

The Atlanta Comprehensive Transportation Plan:

The Bureau of Planning is engaged in a yearlong planning process to develop the first Comprehensive Transportation Plan (CTP) for the City of Atlanta. The CTP will guide the next 25 years of transportation policy and investment in ways that advance Atlanta's larger vision of creating a more modern, vibrant and sustainable city. In developing the plan, the team will examine land use, urban design and economic development issues in addition to an in-depth analysis of Atlanta's transportation system. The key challenge for the CTP and Atlanta, the central city in one of the largest and fastest growing regions in the country, is developing a balanced transportation network that expands choice of movement in the Atlanta, fuels growth and creates a more livable City.

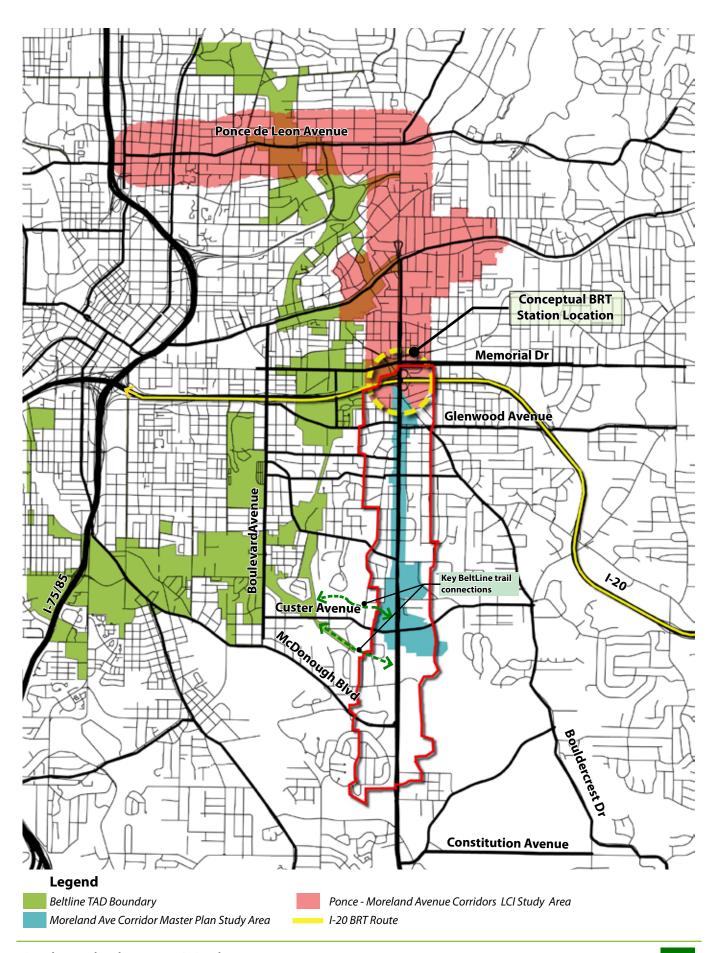
ARC's Atlanta Regional Freight Mobility Plan: (Feb 2008)

Funded jointly by the ARC and GDOT, the study was conducted to

- Conduct a comprehensive regional study of freight, goods, and services mobility needs
- Develop a framework to proactively address freight and goods movement mobility needs and challenges in the Atlanta Metro region
- Examine all modes of freight transportation system with emphasis on air, rail and trucking

The study is meant to be a data-driven, policy-based Regional Freight Mobility Plan for the Atlanta Metropolitan area that identifies and prioritizes improvements that accommodate mobility of both people

Background



Background

and goods while mitigating the negative impacts on congestion, safety, and communities.

Key recommendations from the mobility study include a range of infrastructure recommendations, policy recommendations for truck routing options, signalization and signage improvements for freight movement, etc. The plan also calls for an implementation of off-peak delivery pilot program in key commercial areas of the city (does not include the Moreland corridor).

Atlanta Strategic Action Plan (ASAP):

Comprehensive planning is the foundation for quality growth management. The comprehensive plan brings together and addresses all aspects of community and economic functions with the objective of sustaining and improving these functions in the future. The comprehensive plan addresses, but is not limited to the following issues of current concern for Atlanta: rapid population growth, economic development, environmental protection, affordable housing, and lack of open space, transportation and quality of life. As part of the partial update, communities were asked to evaluate and revise the existing land use map for their Neighborhood Planning Units (NPU). In order to facilitate this exercise, the Bureau of Planning staff provided technical assistance to NPU and neighborhood leaders by hosting two Land Use Charrettes. These Charrettes served to educate the public about land use maps and its purpose, how to formulate policies and make appropriate land use changes. Almost 70 requests to amend the Land Use map were submitted. The Bureau of Planning staff evaluated these requests and recommended approval to 44 of the requests. A public hearing was held for these land use amendments was held on September 10, 2007. The City Council approved 34 of these at their August 20th meeting and an additional 5 in December 2007.



Section 2.0 Existing Conditions Analysis

Current Future Land Use

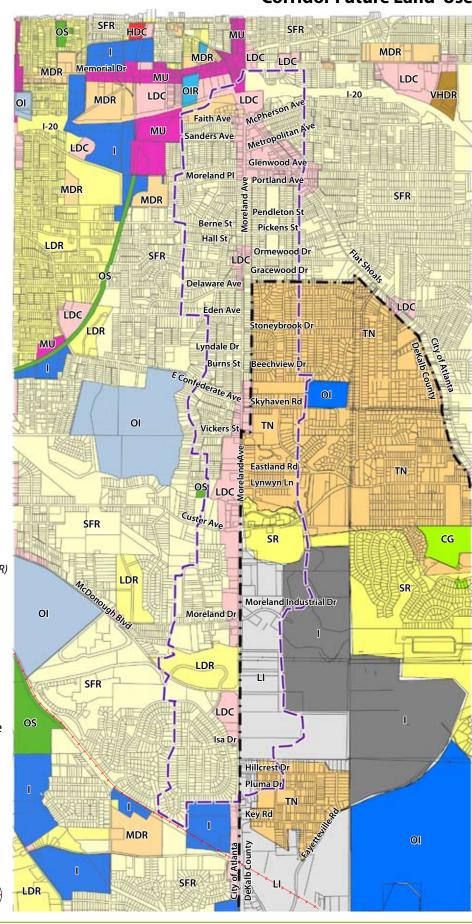
The City of Atlanta's Strategic Action Plan (ASAP) establishes future land use classifications for all areas of the city via the 15-year Land Use Maps. For DeKalb County this has been done via its recently adopted 20-year Comprehensive Plan and the Future Development Map. The classifications reflect long-term land use goals and do not always comply with existing land uses on the ground. Under Georgia law, the future land use plan serves as the basis for rezoning activity by the city or county. As a part of the recommendations for the corridor, some future land use changes will be identified in order to implement the goals of the plan.

Issues:

- Significant portions of the corridor are designated as single family residential and are stable neighborhoods within the City of Atlanta and DeKalb County. The plan will seek to protect these areas from commercial encroachments.
- The East Atlanta Village and the emerging commercial at Ormewood Avenue are designated as low density commercial areas within the corridor. These neighborhood commercial hot-spots could evolve into new mixed-use developments with a character that is consistent with its neighborhoods.
- Key properties with single family land use designations near existing commercial nodes at Glenwood Avenue and Ormewood Avenue are either vacant or are under pressure to transform into higher intensity uses. These key areas may require a future land use change to allow for slightly higher intensity residential or mixed use to facilitate a transition from commercial uses to single family residential use.

- The commercial areas to the south of East Confederate Avenue are designated as low density commercial. These areas may require future land use changes to support mixed-use development with design standards.
- A significant portion of the corridor south of Custer Avenue on the DeKalb County side is designated as light industrial and Industrial. These areas can be a key location for higher intensity employment related uses that have relatively low neighborhood impacts. Some areas in close proximity of neighborhoods may require future land use changes to support mixed-use development with an employment component.
- Areas along Entrenchment Creek and existing creek systems may require future land use changes to support parks and open space with trails to connect to other key greenway systems in the region.

Corridor Future Land Use



Medium-Density Residential (MDR) Low-Density Commercial (LDC) Mixed Use (MU) Office / institutional (OI) Industrial (I) Open Space (OS) Dekalb County:

Single Family Residential (SFR)

Low-Density Residential (LDR)

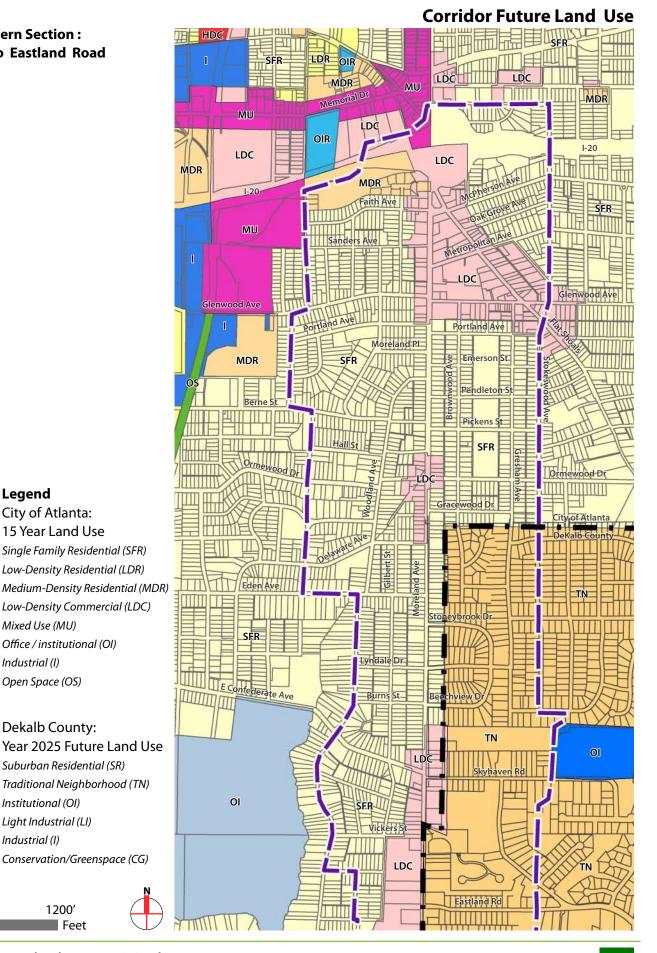
Legend

City of Atlanta: 15 Year Land Use

Year 2025 Future Land Use Suburban Residential (SR) Traditional Neighborhood (TN) Institutional (OI) Light Industrial (LI) Industrial (I) Conservation/Greenspace (CG)

0' 2400' Feet

Northern Section: I-20 to Eastland Road



0'

Legend

City of Atlanta: 15 Year Land Use

Mixed Use (MU)

Open Space (OS)

Dekalb County:

Institutional (OI) Light Industrial (LI)

Industrial (I)

Suburban Residential (SR)

Industrial (I)

Office / institutional (OI)

1200'

Corridor Future Land Use Southern Section: Eastland Road to Constitution OI Road LDC SR SFR LDC Moreland Industrial Dr LDC **LDR** Legend City of Atlanta: McDonough Blvd 15 Year Land Use SFR LDC Single Family Residential (SFR) Low-Density Residential (LDR) Medium-Density Residential (MDR) LI Low-Density Commercial (LDC) Mixed Use (MU) Office / institutional (OI) Industrial (I) Open Space (OS) **Dekalb County:** Year 2025 Future Land Use Suburban Residential (SR) Traditional Neighborhood (TN) Institutional (OI) Light Industrial (LI) MDR Industrial (I) Conservation/Greenspace (CG) LDC LI 1200' Feet

Zoning

The City of Atlanta and DeKalb County regulate the development of property through the use of zoning districts. The districts control things like building heights, use, setbacks, parking, etc. Zoning is the implementation tool of the Future Land Use plan, defining the density and intensity of the intended use.

Issues:

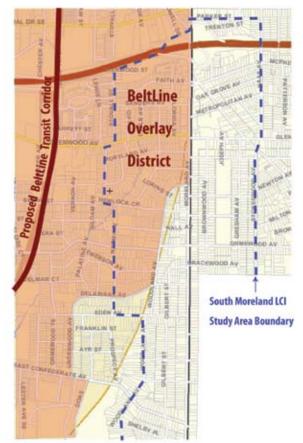
- The current commercial zoning districts (C-1, C-2) in both jurisdictions may limit desired redevelopment intensity/use and do not include urban design standards, thus permitting auto-oriented development and discourages pedestrian activity. The City of Atlanta's Quality of Life Zoning districts (MRC-1, MRC-2, etc.) and the Neighborhood Commercial (NC) zoning categories may be a valuable alternative to support the design and development goals of the corridor.
- The current Multi-family Zoning districts (RG), within the City of Atlanta Zoning Code do not include urban design standards, thus permitting auto-oriented multi-family residential development that places parking lots along streets and discourages pedestrian activity. With the redevelopment of Thomasville Heights, applying the City's Quality of Life Zoning Districts equivalent zoning standards may be a valuable alternative to support the design and development goals of the corridor.
- Key properties with single family zoning near existing commercial nodes at Glenwood Avenue and Ormewood Avenue are either vacant or are under pressure to transform into higher intensity uses. These key areas may require a zoning change using the City's Quality of Life Zoning Districts to allow for slightly higher intensity residential or mixed use to facilitate a transition from commercial uses to single family residential use.

• The current industrial zoning districts in DeKalb County at the southern end of the corridor do not include use restrictions or any urban design standards. It thus permits auto and truck oriented uses and discourages pedestrian activity. Suitable zoning designations that reflect City of Atlanta's Quality of Life Zoning standards may be a valuable alternative to support the design and development goals of the corridor even as DeKalb County's employment related goals are met.

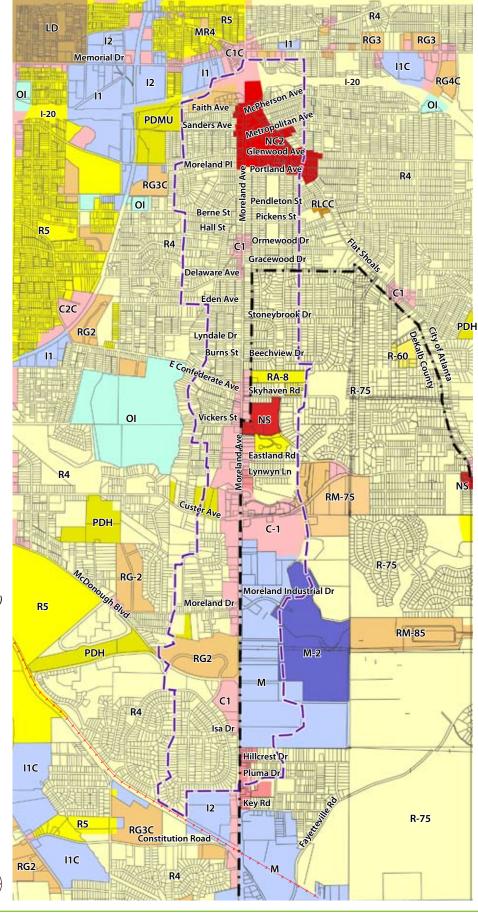
Beltline Overlay Zoning

 A small portion of the Study area is subject to the City of Atlanta's BeltLine Zoning Overlay requirements, although all single-family zoned properties (R-1 through R-5) are exempt from the overlay zoning. This zoning overlay applies additional layer of review and design standards.

BeltLine Overlay Zoning District



Corridor Zoning



LegendCity of Atlanta: Zoning

C-1, C-2 (Commercial)

I-1, I-2 (Industrial)

LD (Landmark District)

LW (Live Work District)

NC (Neighborhood Commercial)

OI (Office Institutional)

PDH (Planned Development)

R-4 (Residential - Single Family)

R-5/R-5C (Residential - Duplex)

RG-2, RG-2C, RG-3, RG-3C, RG-4C (Residential - Multi-family)

RLC, RLC-C

(Residential - Limited Commercial)

Legend

DeKalb County:

Zoning

R-A8 (Single Family Residential)

R-60 (Single Family Residential)

R-75 (Single Family Residential) RM-85 (Multi-family Residential)

RM-100 (Multi-family Residential)

C-1 (Local Commercial)

C-2 (General Commercial)

NS (Neighborhood Shopping)

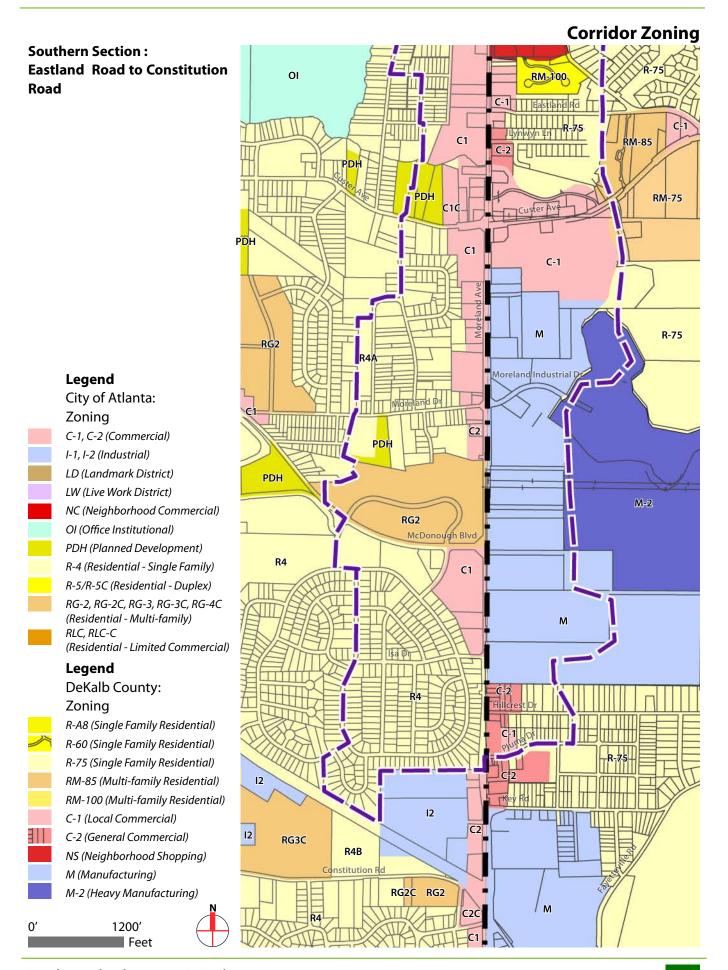
M (Manufacturing)

M-2 (Heavy Manufacturing)

0' 2400' Feet

Corridor Zoning Northern Section: I-20 to Eastland Road 12 R5 RG3 C2C RG3 C1C C1C 12 I-20 **PDMU** NC2 **Portland Ave** 12 RG3C Legend City of Atlanta: RG2C Zoning C-1, C-2 (Commercial) I-1, I-2 (Industrial) LD (Landmark District) LW (Live Work District) NC (Neighborhood Commercial) OI (Office Institutional) PDH (Planned Development) R-4 (Residential - Single Family) R-5/R-5C (Residential - Duplex) RG-2, RG-2C, RG-3, RG-3C, RG-4C (Residential - Multi-family) Dr R-75 RLC, RLC-C (Residential - Limited Commercial) Legend Lyndale Dr DeKalb County: E Confederate Ave Zoning R-A8 (Single Family Residential) RG2 R-60 (Single Family Residential) RA-8 R-75 (Single Family Residential) RLC R-75 RM-85 (Multi-family Residential) RM-100 (Multi-family Residential) C-1 (Local Commercial) C-2 (General Commercial) OI NS (Neighborhood Shopping) M (Manufacturing) RM-100 *M-2 (Heavy Manufacturing)*

1200' Feet



Existing Land Use

The existing land use pattern in the corridor (as defined within the boundaries of the study area) highlights a number of unique characteristics.

Issues:

Single family homes (neighborhoods) make up 55% of the corridor's area. These are concentrated mostly in the northern part of the study area - north of Custer Ave. The only other significant neighborhood directly on the corridor is the Thomasville neighborhood at the very southern end of the corridor.

There is limited multi-family residential in the area (6.3%) most of which is concentrated in the southern portion of the corridor. The new development near the Kroger Shopping Center and Thomasville Heights are significant multi-family developments.

Commercial land use, primarily strip retail, makes up about 19% of the corridor. As can be seen in the map, these uses are concentrated south of Custer Ave. The moreland Shopping Plaza is a large piece (about 40 acres) of commercial property in the study area.

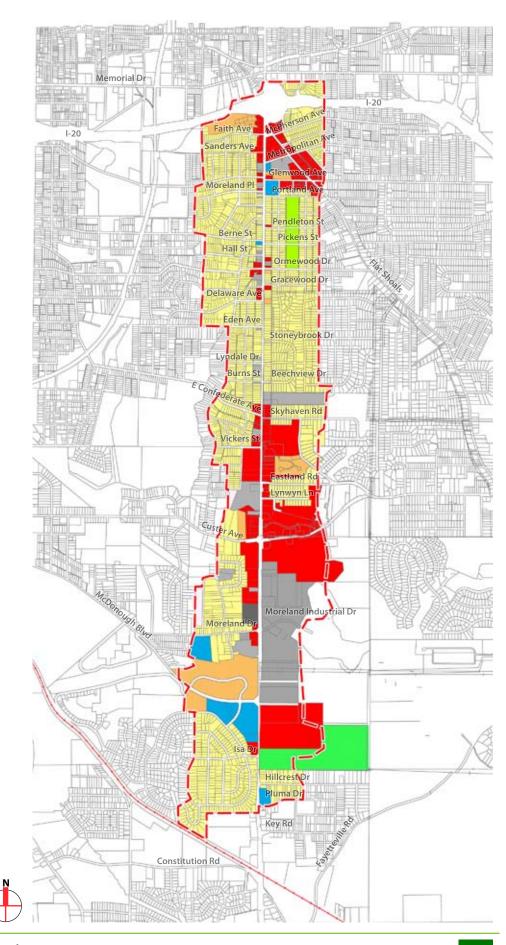
Industrial land uses make up about 7% of the corridor. These are located on the Dekalb county side of the corridor south of Custer Ave. These are generally light industrial uses like warehouses and truck depots that take advantage of the area's good proximity to I-285.

There are two major open spaces within the study area that account for 5.6% of the corridor - Brookwood Park within the East Atlanta neighborhood and Chestnut Hill Cemetary. There is a need for more planned open spaces within the corridor which could come about with redevelopment.

Vacant Land accounts for a relatively small percentage of the corridor (4%), and are scattered all along the corridor. Properties like the "sunken" bank building north of Custer Ave. need to redevelop rather than be a speculative land holding. Other vacant and boarded single family homes and strip retail establishments will likely need economic incentives to redevelop and help make Moreland Ave. a vibrant place.

Corridor Land Use

| Land Use | % of the Corridor |
|---------------------------|-------------------|
| Single Family Residential | 55.0% |
| Multi-Family Residential | 6.3% |
| Commercial | 18.6% |
| Institutional | 2.9% |
| Open Space | 5.6% |
| Utilities | 0.4% |
| Vacant | 4.0% |
| Industrial | 7.2% |
| Total | 100% |



Legend

Institutional Utilities

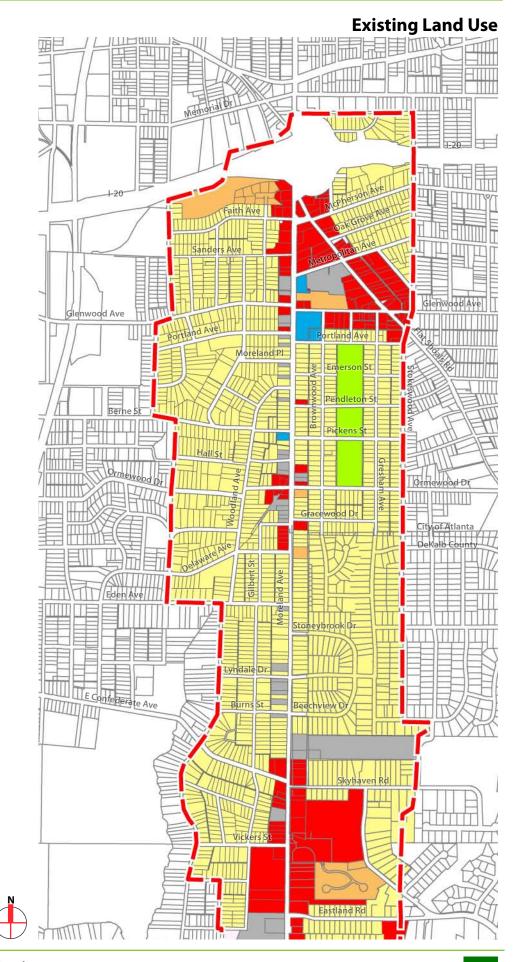
Industrial
Park / open space

Existing Land Use

Single Family Residential Multi-Family Residential Commercial and Retaill

Vacant / undeveloped

Northern Section: I-20 to Eastland Road

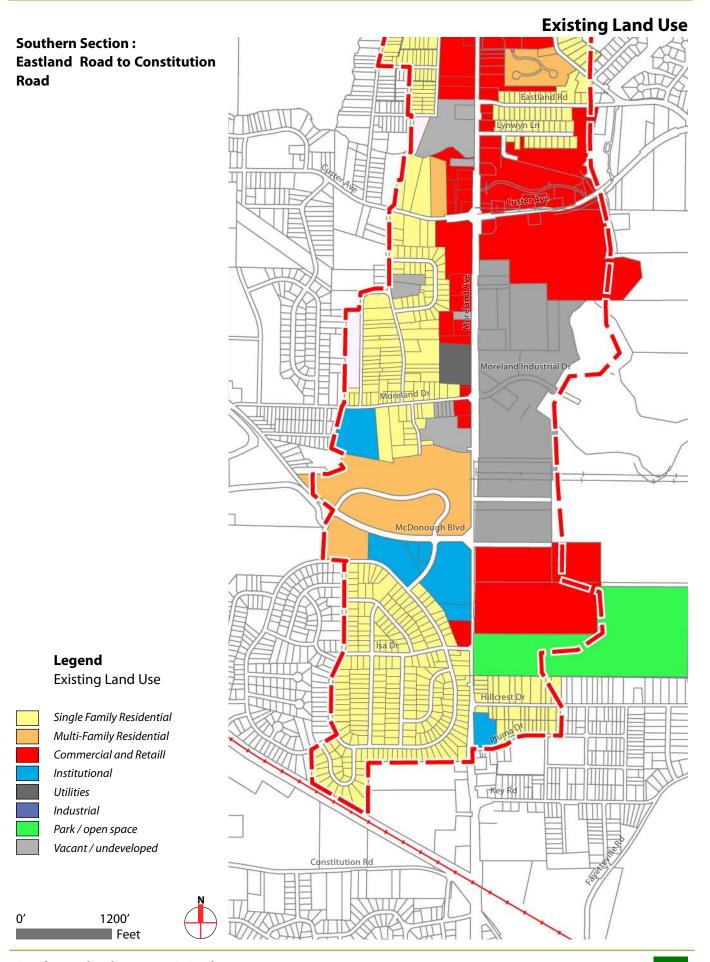


Existing Land Use Single Family Residential Multi-Family Residential

Multi-Family Residential
Commercial and Retaill
Institutional
Utilities
Industrial
Park / open space
Vacant / undeveloped

Legend

0′ 1200′ Feet



Transportation

Corridor Segments

Moreland Avenue is a state route (SR 42) and is designated as a principal urban arterial as per GDOT's classifications. But depending upon a number of key characteristics, it can be broken up into three distinct segments; I-20 to Ormewoood Avenue, Ormewood Avenue to Custer Avenue, and from Custer Avenue to Constitution Road.

In order to balance Moreland Avenue's mobility function with the goals and needs of adjacent neighborhoods, it will be important to recognize the unique characteristics of each of these sections. These characteristics will influence the design and implementation for streetscape, traffic calming, walkability or redevelopment projects.

Section 1: I-20 to Ormewood Avenue

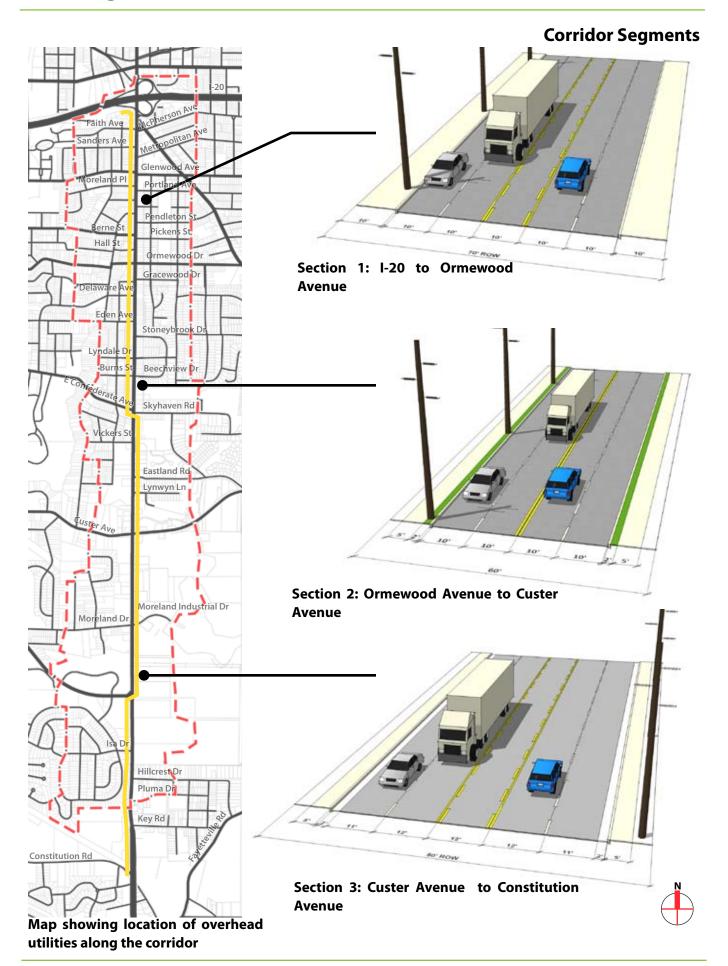
- 5-lane section (two 10' lanes in each direction with a center turn lane) with 70 feet ROW.
- Posted speed limit of 35 mph.
- Fast food restaurants, gas stations and retail uses along the corridor with a numerous curb cuts particularly in the portion between I-20 and Glenwood Avenue.
- Driveway access to single family homes between Glenwood Avenue and Ormewood Avenue is from Moreland Avenue.
- Sidewalk width varies in the 10 feet space on either sides of the paved roadway and sidewalks are generally in a poor condition.

Section 2: Ormewood Avenue to Custer Avenue

- 4-lane section (two 10' lanes in each direction) with 60 feet ROW.
- Posted speed limit of 35 mph.
- Predominantly single family residential uses along the section from Ormewood Avenue to Beechview Dr. with driveway access from Moreland Avenue.
- Strip commercial development with driveways and curb cuts is the dominant pattern between Beechview Dr. and Custer Avenue.
- Sidewalks are generally 5 feet wide with a narrow grass planting strip.
- Pavement width narrows to 36' (two 9' lanes in each direction) between E. Confederate Avenue and the Entrenchment Creek bridge.

Section 3: Custer Avenue to Constitution Road

- 5-lane highway section (two lanes in each direction with a center turn lane) with 80 feet ROW.
- Posted speed limit of 45 mph.
- Low density strip commercial and industrial auto-oriented uses set back from the road with driveways and curb cuts.
- Sidewalks are generally 5 feet wide.



Existing Street Network

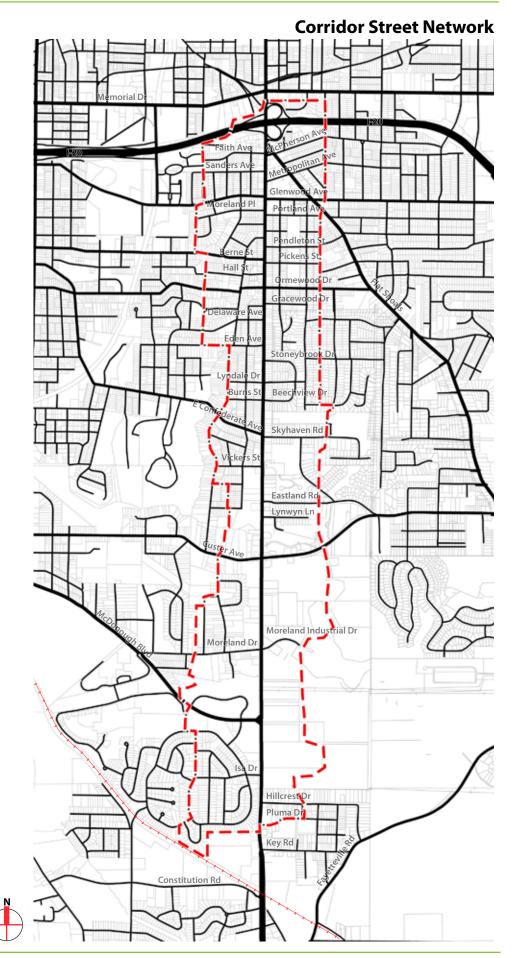
Neighborhoods along Moreland Avenue to the north of Custer Avenue are well connected by local streets and have a small block pattern with neighborhood retail stores and a pedestrian oriented street atmosphere. This street network also provides users with a number of local route options as an alternative to Moreland Avenue to get to local destinations.

Areas to the south of Custer Avenue have a suburban development pattern with a significant number of streets terminating into cul-de-sacs. This makes users dependent on regional thoroughfares like Moreland Avenue and McDonough Boulevard to access local destinations. It also results in larger blocks, auto oriented uses and less walkable places.

Key Transportation Issues:

- The I-20 Interchange with Moreland Avenue is a suburban cloverleaf design in an urban context. It has a short weave on the bridge between westbound traffic that wants to get on to I-20 and the north bound traffic coming off of I-20.
- Intersections on the bridge for the I-20 interchange are unsignalized.
- Multiple curb cuts and driveways just off of the interchange causes congestion and accidents on Moreland Avenue
- Key intersection realignments are needed at the Glenwood Avenue intersection and the East Confederate Avenue intersection with Moreland Avenue to reduce the number of accidents and improve the efficiency of the intersection.
- The Entrenchment Creek bridge is narrow and also potentially needs repair or replacement. The narrow width of the bridge and the travel lanes is cause for this to be an accident hot-spot on Moreland Avenue.

- Key locations on Moreland Avenue like the Moreland Drive intersection will likely need signals to provide for safe turning movements.
- Key street connections and a parallel local street to Moreland Avenue are needed to improve connectivity south of Custer Avenue.



2400'

Feet

0'

Functional Classification of Streets

Within the study area there are four types of street classifications as defined by the Georgia Department of Transportation (GDOT).

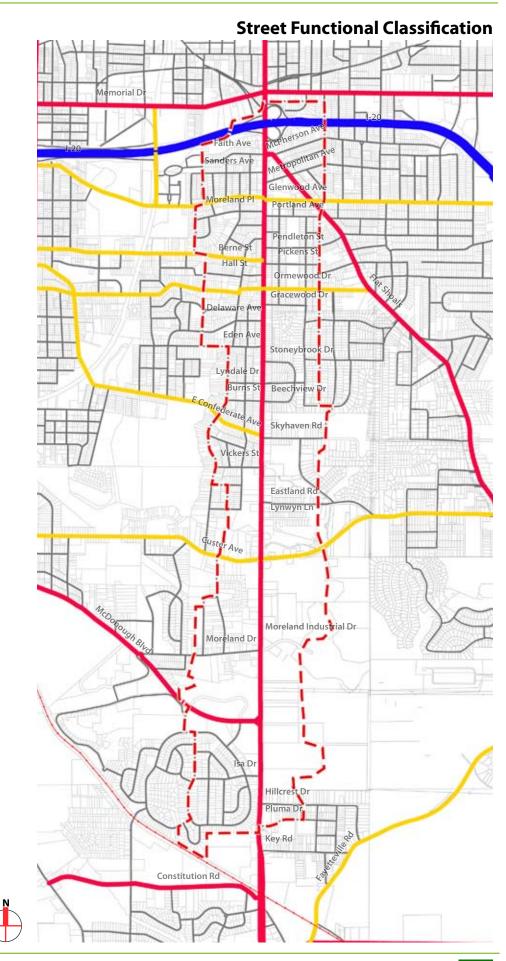
Freeways: The I-20 freeway is a limited access facility which generally forms the northern edge of the study area. Access to Moreland Avenue is through a partial cloverleaf type of interchange that is currently unsignalized.

Urban Principal Arterial: The GDOT designates this classification to streets that provide regional mobility in urban areas. Moreland Ave performs this function as a key north-south route between I-20 and I-285, McDonough Boulevard provides the connection to the I-75/I-85 freeway, and Flat Shoals Avenue/Bouldercrest Road connect to I-285 and south-west DeKalb County.

Urban Collector: These streets provide access and traffic circulation within residential neighborhoods and help distribute trips from arterial roads to their destination and vice versa. A key characteristic of the study area is that it has a number of east-west collector streets like Glenwood Avenue, Berne Street, Ormewood Avenue, Confederate Avenue, and Custer Avenue, but no north-south street that performs this function as an efficient parallel to Moreland Avenue.

Local Streets: Local streets provide direct access to abutting land and access to higher systems. Interconnectivity of local streets is important for better neighborhood and local connectivity. Most local streets in the study area are two lane neighborhood streets with or without on-street parking.

Within the study area, East Atlanta and Ormewood neighborhoods are generally much better connected than the area south of Custer Avenue.



2400' Feet

Legend

Freeway

Street Classification

Urban Principal Arterial

Urban Collector Local Street

Study Area

Traffic Volume & Intersection Operation

Intersection Traffic Operation

Existing intersection traffic counts were conducted in October 2007. The counts include AM and PM peak period turning movement counts at seven (7) signalized intersection locations. The turning movement counts (TMC's) were used to develop a base AM and PM peak traffic operation analysis for each signalized intersection utilizing Synchro traffic analysis software. This analysis measures the average time delay per vehicle at each intersection given the volume of traffic and equates this delay to a level of service classification. The results of the existing conditions intersection analysis is illustrated on the adjacent page.

Observations:

- Overall, the intersections in the corridor are operating with minimal delay in peak periods with the exception of the Moreland/Glenwood and Moreland/Skyhaven intersections.
- The Moreland/Glenwood intersection is operating at a LOS E (58.2 second delay) in the AM peak
- The Moreland/Skyhaven intersection is operating at a LOS E (70.9 second delay) in the AM peak
- Realigning the Moreland/Glenwood intersection and the Moreland/Skyhaven intersection will result in a significant decrease in delay at these intersections.

Level of Service Classification for Signalized Intersections

| Level of Service | Delay Per Vehicle (seconds) | | | |
|-------------------------|-----------------------------|--|--|--|
| А | Less than 10 seconds | | | |
| В | 10 – 20 seconds | | | |
| С | 20 – 35 seconds | | | |
| D | 35 – 55 seconds | | | |
| E | 55 – 80 seconds | | | |
| F | Greater than 80 seconds | | | |

The following assumptions were used for this analysis:

- Existing geometrics were used with storage lengths approximated from available aerials.
- Signal phasing was taken from field observations.

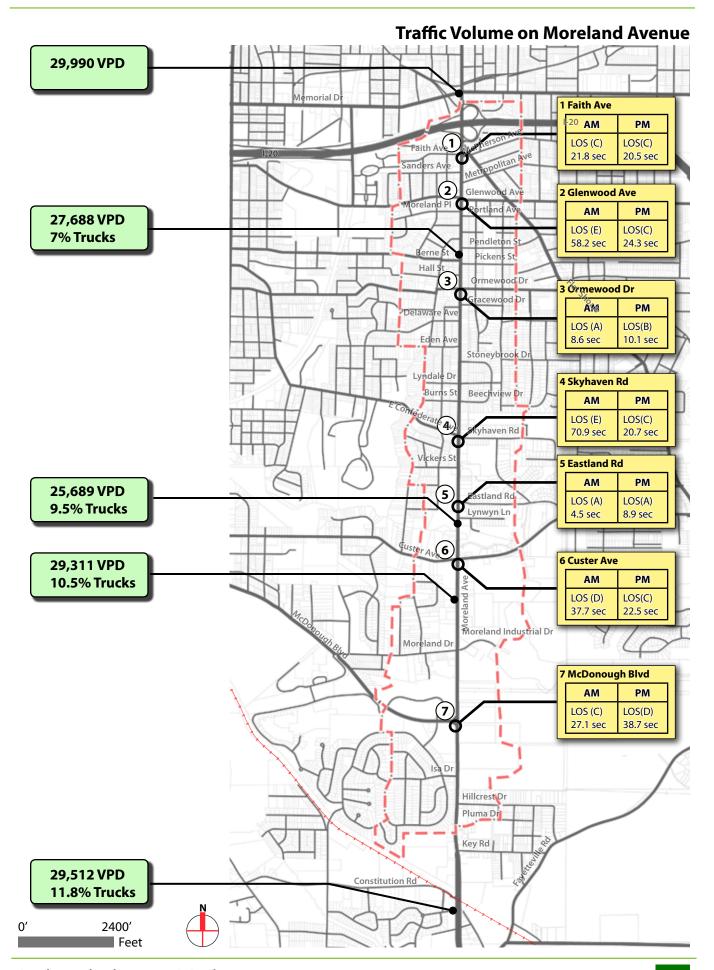
- Signal cycle lengths were optimized for the entire corridor between 90 and 120 seconds.
- Lane widths were assumed to be 10 feet.
- Corridor truck factor of 8% was used for all lane groups.
- Posted speed of 35 mph on Moreland Avenue.
- Phasing was adjusted at the intersections at Moreland/Glenwood and Moreland/Skyhaven to simulate the offset condition.

Intersection Traffic Operation

Existing 24-hour traffic volume and classification counts at four (4) corridor locations in October 2007. These vehicle volume and classification counts were collected to determine the distribution of traffic throughout the course of the day and to identify the percentage of trucks that use the corridor. The counts used do not account for seasonal adjustments and therefore only show a snapshot of the daily traffic in the area, rather than providing an annual average daily traffic (AADT) of the corridor. The volume and truck percentage at the four locations are illustrated in the diagram on the adjacent page.

Observations:

- Between I-20 and Constitution Road, the daily traffic on Moreland Avenue ranges from 25,700 to 29,500 vehicles per day (VPD).
- Volumes show that the predominant movement is northbound in the morning and southbound in the afternoon.
- The morning peak volumes are generally higher than the afternoon but do not last as long.
- Truck percentages (eliminating buses or smaller delivery trucks) range from 6.8% in the north to 11.8% in the south. While these percentages are not as high as might be seen in a purely industrial area or freight route, these percentages are higher than would normally be seen on a commercial corridor.
- Since the count location in the south part of the corridor also experiences the highest overall volumes, this means that this location (south of McDonough Boulevard) also experiences a significantly higher volume of trucks compared with the other count locations.



Analysis of Accidents on Moreland Avenue

Accident data for Moreland Avenue was analyzed for the most recent three year period from 2004 to 2006. The adjoining map is a compilation of key accident hot-spots along Moreland Avenue with accident data recorded for every one tenth of a mile on the following pages.

Accident Hot-Spot 1: Between McPherson and I-20 Interchange

This hot-spot has a high number of accidents (167) occurring within two tenths of a mile. Even when it is close to the I-20 interchange this portion of the corridor has poor access management. Turning movements in and out of driveways are causing most accidents. Cars rear-ending into each other or at an angle are the most common type of accidents and these account for over 65% of all accidents.

Accident Hot-Spot 2: Glenwood Avenue Intersection Area

Although the Glenwood intersection is misaligned and has resulted in accidents involving pedestrians, the location for most number of accidents is closer to the McPherson Avenue intersection. Turning movements in and out of driveways are causing about 40% of all accidents in this location. A few accidents are also on account of utility poles located too close to the edge of pavement.

Accident Hot-Spot 3: E. Confederate Avenue/ Skyhaven Road Intersection Area

This is the other misaligned intersection with Moreland Avenue, and south of this intersection, the travel lane reduces to 9 feet. The reduced width and the resulting side-swipe type of accidents account for nearly 25% of the total accidents in this section. Rear end accidents and impacts at an angle to vehicles are still the leading types for accidents together accounting for over 70% of all accidents. Like other places in the corridor continuous driveway curb cuts are the leading cause.

Accident Hot-Spot 4: Eastland Road Intersection Area

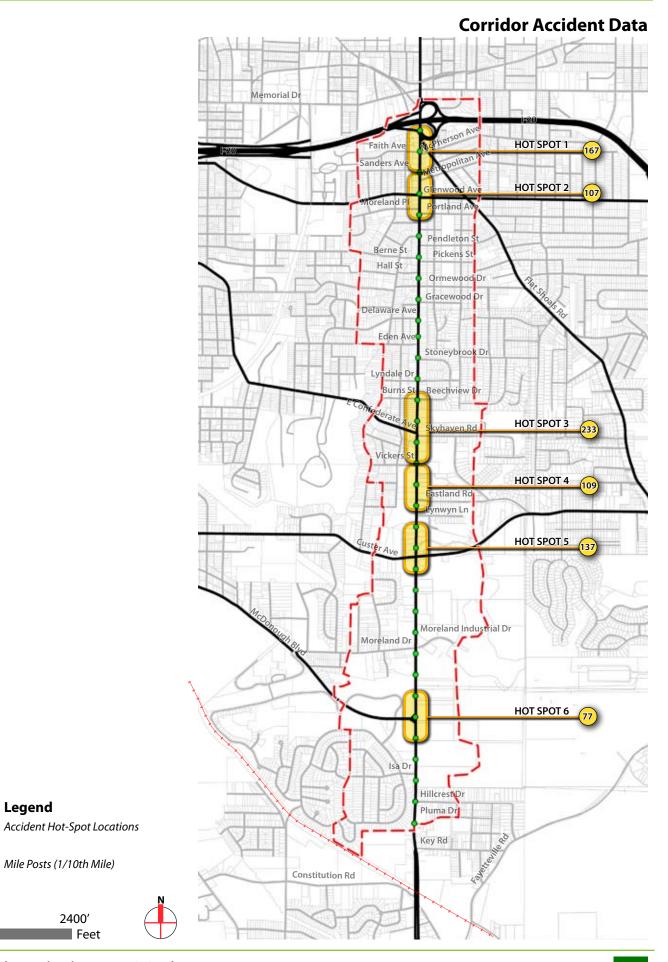
The reduced width of the travel lanes in this section causes the side-swipe type of accidents in this section. These account for over 45% of all accidents. Turning movements in and out of driveways are the other major cause for accidents that occur with angled vehicle impacts. These account for another 45% of all accidents in this section.

Accident Hot-Spot 5: Custer Avenue Intersection Area

Most accidents here are occurring just north of the intersection before the Entrenchment Creek bridge section where the travel lanes reduce to 9 feet. About 35% of all accidents are rear ends caused possibly because of the sudden and unexpected change in the roadway section. Most other accidents are likely on account of turning movements in and out of driveways causing angled vehicle impacts. These account for a little over 35% of all accidents in this area.

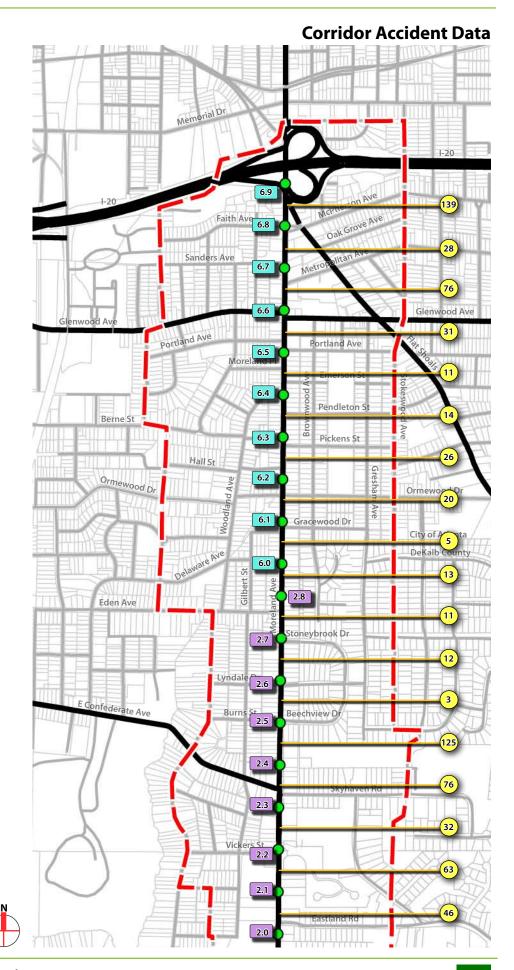
AccidentHot-Spot6:McDonoughBlvd.Intersection Area

Traveling south on Moreland Avenue the McDonough Blvd. intersection is just after a high point in the road profile. The high speed character of the road combined with relatively limited sight distance while approaching this intersection may be the likely cause for rear end impacts at the intersection. These account for over half the total accidents at this location. Other types of accidents include accidents related to likely left turn movements at the intersection.



0'

Northern Section: I-20 to Eastland Road



Legend

Mile Posts (1/10th Mile)

DeKalb County Mile Posts

Fulton County Mile Posts

Corridor Accident Data Southern Section: Eastland Road to Constitution 2.1 Road 46 2.0 Lynwyn Ln 1.9 94 1.8 Custer Ave 1.7 7 1.6 2 1.5 2 1.4 Moreland Industrial Dr (23) Moreland Dr 1.3 2 1.2 1.1 54 McDonough Blvd 1.0 0.9 0.8 Isa Dr 0.7 Hillcrest Dr 0.6 0.5 Legend Mile Posts (1/10th Mile) Constitution Rd Fulton County Mile Posts 2400' Feet

Transit

The Moreland Avenue corridor is served by several bus routes which provide connection to primarily the Inman Park MARTA station. Within the study area, transit service along Moreland Avenue is most frequent north of Glenwood Avenue because of overlapping routes, but as such there is limited service for transit riders travelling north-south on Moreland Avenue.

Route 7: From Green Forrest Dr. / Kennard Lane to Inman Park Station

Starting at the intersection of Green Forrest Drive and Kennard Lane in Candler Park, this route services the Candler –McAfee Shopping Center on McAfee Road, the Terry Mill Elementary School, and East Atlanta Village area. It services Moreland Avenue between McPherson Ave and the Inman Park Station.

Peak and Non-Peak Hour Headways: 45 minutes

Route 9: Toney Valley

This east-west route connects Downtown Atlanta and the State Capitol Area to the eastern parts of Atlanta around Candler Road just north of I-20. The route cuts across Moreland Avenue and the study area using Glenwood and Flat Shoals Dr. The route services Five Points station, the Southside High School in the Grant Park Neighborhood, East Atlanta Village, the McNair Middle School, Tilson Elementary School and Toney Elementary School.

Peak Hour Headways: 25 minutes Non-Peak Hour Headways: 50 minutes

Route 32: Eastland/Bouldercrest

This route originates at the King Memorial MARTA station, and runs through the neighborhoods of Grant Park and Ormewood before it services a short stretch of Moreland Avenue between E. Confederate and Custer Avenue. The route travels south on Bouldercrest Avenue and terminates at the Metro Transitional Center on Constitution Avenue.

Peak Hour Headways: 15 minutes Non-Peak Hour Headways: 30 minutes

Route 34: Gresham Park

This route originates at the Inman Park MARTA station and travels along Moreland Avenue up to Glenwood Avenue. This point onwards, it runs through the East Atlanta neighborhood to Bouldercrest Avenue traveling south-east into Dekalb County terminating at the Clifton Elementary School in the Gresham Park neighborhood.

Peak Hour Headways: 23 minutes
Non-Peak Hour Headways: 45 minutes

Route 107: Glenwood

This route connects the Inman Park MARTA station with the Indian Creek station by primarily using Moreland Avenue and Glenwood Avenue.

Peak Hour Headways: 20 minutes
Non-Peak Hour Headways: 30 minutes

Route 4: Georgia State / Moreland Ave

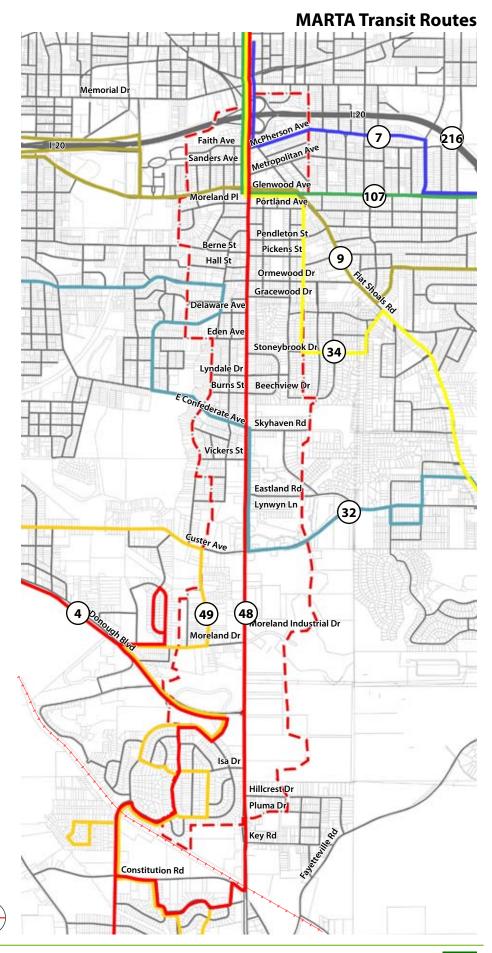
Beginning at the Georgia State MARTA station, this route connects key destinations in Downtown, crosses I-20 and travels south-east along McDonough Blvd. to service the Thomasville neighborhood. Here it turns north to provide service from McDonough Avenue to the Inman Park MARTA station along Moreland Avenue. This is the only route that serves Moreland Avenue through the entire study area.

Peak and non-Peak Hour Headways: 30 Minutes

Route 49: McDonough

This route originates at Five Points in Downtown and makes its way south east towards the Thomasville neighborhood. On the way it serves Turner Field, the Grant Park neighborhood, and the neighborhoods along Boulevard and Custer Avenue.

Peak Hour Headways: 15 minutes
Non-Peak Hour Headways: 30 minutes



Feet

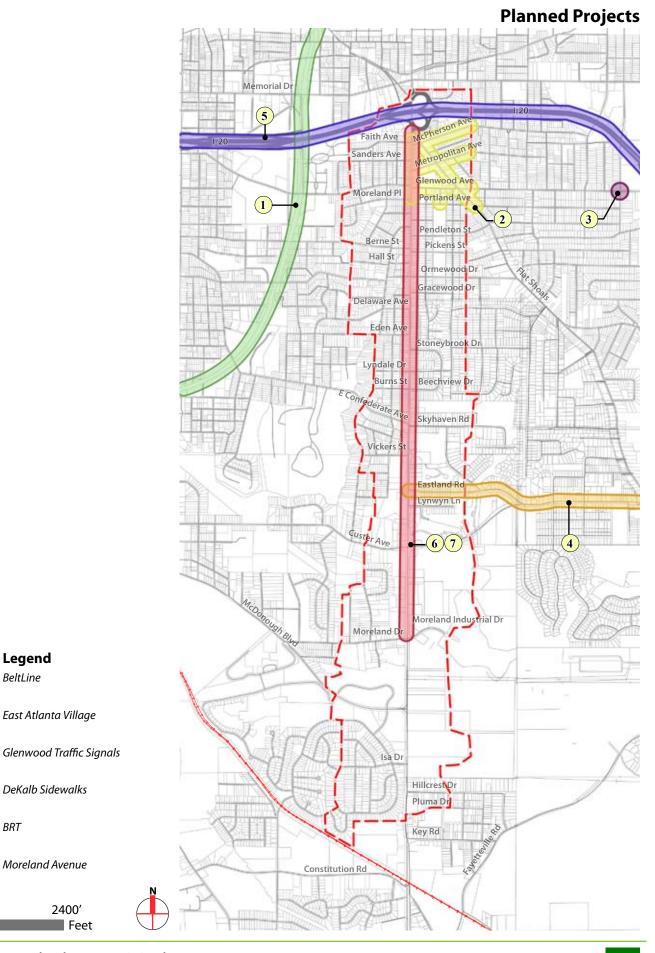
2400'

0'

Planned Projects

The planned projects listed below for this study area were taken from the City of Atlanta's Capital Improvements Program (CIP) (2008-2013), The Atlanta Regional Commission's 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP).

| | Project Name | Description | Start/End | Status | Source | TIP | Cost | Funding |
|---|----------------------|-------------------------|-------------|------------|--------|---------|---------------|----------|
| | | | Dates | | | Number | | Source |
| 1 | BeltLine | Transit service in SW | | Long Range | TIP | AT-451B | \$236,000,000 | Federal/ |
| | Transportation | Quadrant | | | | | | Local |
| | Corridor | | | | | | | |
| | East Atlanta | Pedestrian | 2006-2010 | Programmed | TIP | AT-220 | \$1,000,000 | Federal/ |
| 2 | Village | improvements along | | | | | | Local |
| | Pedestrian | several main streets | | | | | | |
| | Improvements | | | | | | | |
| | SR 260 | Traffic signal upgrades | 2008-2009 | Programmed | TIP | DK-357 | \$1,890,000 | State/ |
| | (Glenwood | at 14 locations along | | | | | | Federal |
| 3 | Road) Traffic | Glenwood Road | | | | | | |
| | Signal Upgrades | | | | | | | |
| | DeKalb | Sidewalks along | 2006-2013 | Programmed | TIP | DK-AR_ | \$1,850,000 | Local |
| | Sidewalks | Eastland from | | | | BP070 | | |
| 4 | Program- | Moreland Avenue to | | | | | | |
| | Eastland Road | Bouldercrest Road | | | | | | |
| | 1-20 East Bus | Bus Rapid Transit from | | Long Range | TIP | AR-904A | \$314,000,000 | Federal/ |
| 5 | Rapid Transit | Stonecrest Mall to | | | | | | Local |
| | (BRT) | Downtown Atlanta | | | | | | |
| 6 | Moreland | Install and upgrade | 07/07-12/07 | Programmed | CIP | DPW-05- | \$115,375 | Local |
| | Avenue | traffic signals and | | | | 0356 | | |
| | | signal-timing | | | | | | |
| 7 | Moreland | Streetscape project | 11/08-07/09 | Programmed | CIP | DPW-05- | \$506,250 | Local |
| | Avenue South | from I-20 to I-285 | | | | 0359 | | |



2400'

Legend BeltLine

DeKalb Sidewalks

Moreland Avenue

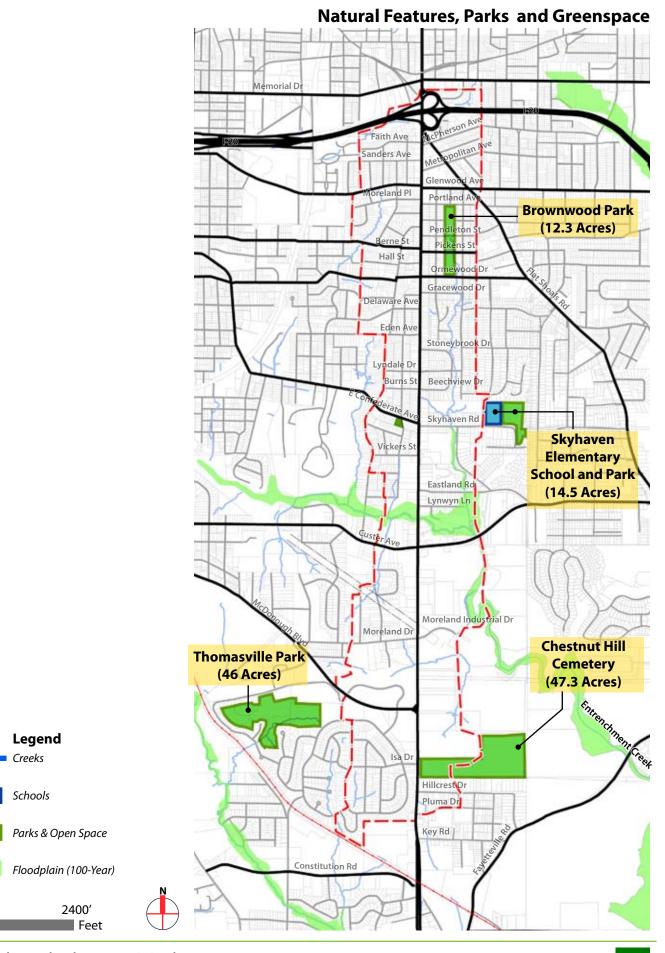
BRT

0'

Natural Features, Parks and Greenspace

The study area includes a number of key neighborhood parks and open spaces.

- Brownwood Park in the East Atlanta neighborhood is a well maintained community park space with active and passive recreation opportunities.
- Though not city owned park properties, the area attached to the Sky Haven Elementary School, and the Thomasville Heights Elementary school are key neighborhood open spaces for the community.
- The Chestnut Hill Cemetery just south of McDonough Blvd. and the Southview Cemetery (outside the study area) are the other two large designated open spaces in the southern portion of the corridor.
- The Entrenchment Creek and its flood plain provide a key opportunity for developing new open space, parks, greenways and pedestrian and bicycle trail systems and connecting these back to the large open spaces of the old prison farm located south–east of the study area.
- Other existing creek systems and open space corridors like the power line easement within the study area have the potential to form key greenway corridors that can provide bike and pedestrian trail connections to existing open space and potentially also the BeltLine.



Pedestrian Environment - Sidewalks and Crosswalks on Moreland Avenue

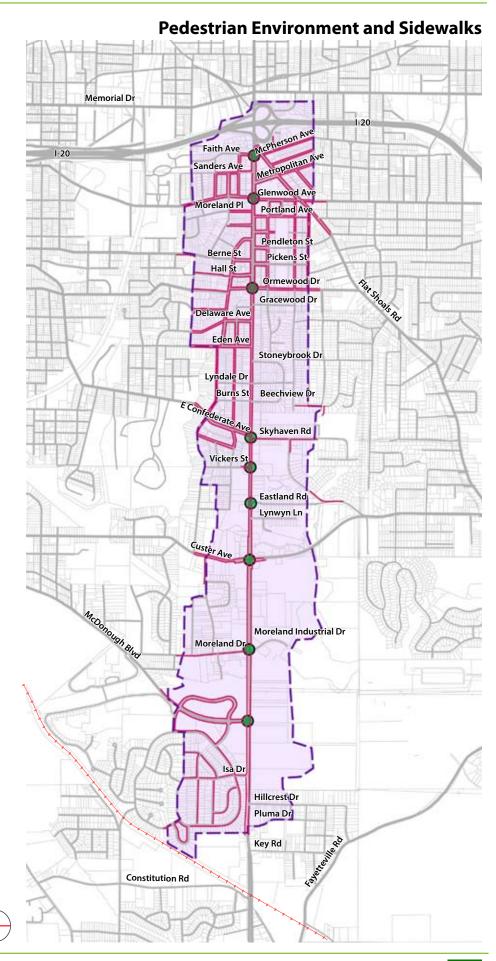
The pedestrian environment varies greatly within the study area. This is characterized by the contrasts of the recently completed streetscapes in the East Atlanta Village and hostile pedestrian environment along Moreland Avenue.

Key Issues:

- Moreland Ave is perceived to be a barrier due to limited crosswalks and the high volume of traffic that includes trucks and heavy vehicles.
- Sidewalk widths are narrow and condition of the pavement is generally poor along Moreland Avenue.
- In many places there is no clear level difference between the curb and the pavement making it a dangerous condition for pedestrians on the sidewalk.
- Narrow lane widths and narrow sidewalks between Custer Avenue and Skyhaven Road makes this portion pedestrian unfriendly.
- Poor pedestrian lighting conditions on Moreland Avenue make it particularly unsafe in the evening hours.
- Lack of sidewalks in the neighborhoods along Moreland Avenue limit safe pedestrian connectors to the corridor.

Pedestrian Crossings

- The Moreland Avenue Corridor runs between densely populated urban neighborhoods creating a pedestrian barrier to destinations such as the East Atlanta Village, Brownwood Park, commercial uses along the corridor and adjacent neighborhoods.
- There are currently nine (9) officially designated pedestrian crosswalks located at existing signalized intersections resulting in an average of one (1) crossing approximately every 2,000 feet.
- Implementing additional pedestrian crossings will be an important component of making this corridor more pedestrian friendly and walkable.



Feet

2400'

Legend

0'

Existing Crosswalks

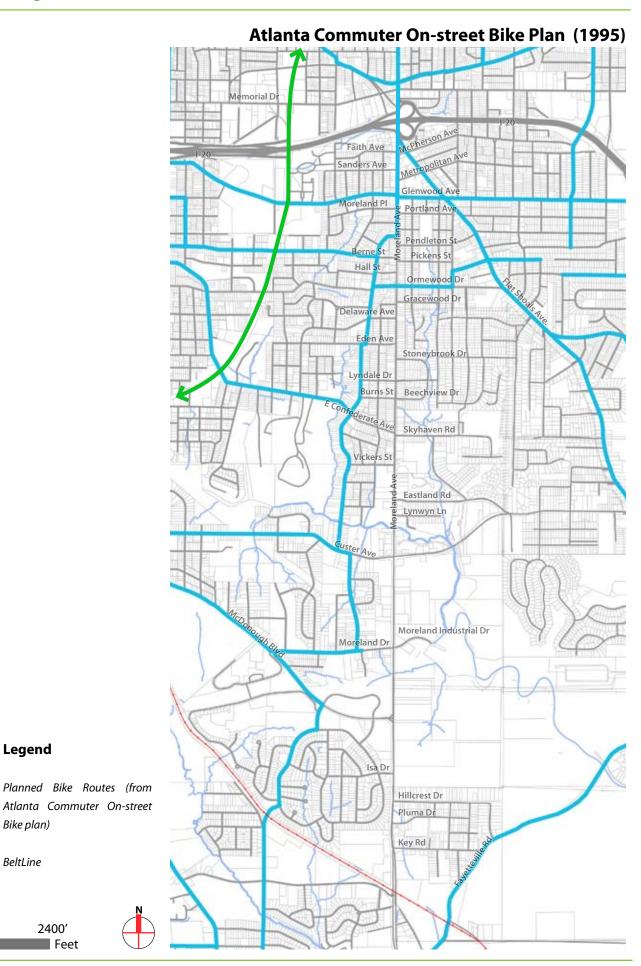
Existing Sidewalks

Atlanta Commuter On-street Bike Plan 1995

The Atlanta Commuter On-Street Bike Plan was developed in 1995 and provides a City-wide plan for bicycle routes. The bike plan identifies policies, locations of proposed bike routes, implementation strategies, design standards, and other related bicycle information. It was developed by the City's Department of Planning and Development, in conjunction with the Mayor's Bicycle Planning Committee, which included the Department of Public Works, Department of Parks, Recreation, and Cultural Affairs, Georgia Department of Transportation, Atlanta Regional Commission, PATH Foundation, neighborhood representatives, and local bicycle organizations.

Through this LCI planning process recommendations will be explored to:

- Make these routes safer and more attractive to cyclists, including improvements/additions to north/south connectivity across Interstate 20.
- Identify additional route connections and multiuse trails to augment this plan and better connect the area neighborhoods to the future BeltLine trail system and the City's commuter bicycle routes.
- Identify additional design policies to make cycling safer and more attractive.



2400'

Feet

Legend

Bike plan)

BeltLine

0'

Housing & Economic Development Programs:

Renewal Communities

Atlanta was designated by the U.S. Department of Housing and Urban Development (HUD) as a Renewal Community (RC) along with 40 other communities nationwide. In the Renewal Community, tax incentives and credits are available to spur economic development and job growth.

Name: Renewal Community Wage Credit

Target User: Business with employees that live and work within the RC boundaries

Summary: Credit against Federal taxes up to \$1,500 for each year of RC designation for every employee (existing and new hire) who lives and works in the RC area. Tax credit for 15% of first \$10,000 in wages per employee may be taken annually through 2009. Unused credits can be carried back one year or forward for up to 20 years.

Name: Commercial Revitalization Deduction

Target User: Property owners who substantially renovate an existing building or develop a new building for commercial use within the RC.

Summary: An accelerated depreciation deduction period for commercial real estate property, either new construction or substantial (more than adjusted basis) rehabilitation. The taxpayer/property owner can choose one of two methods to use this incentive: depreciate 50% of qualified capital expenditures in the year the building is placed in service then depreciate the remaining balance over 39 years or depreciate 100% of the qualified capital expenditures over a 120-month period. This incentive is limited to \$10 million per project. The property owner must receive the allocation of the deduction from the state-designated Commercial Revitalization Authority.

Name: Capital Gains Exclusion

Target User: "Renewal Community Business" as defined by the Internal Revenue Code: 85% of property in RC, 50% of gross income from RC, 35% of employees live in RC.

Summary: Allows a 0% capital gains rate for RC assets held for a minimum of 5 years. An asset could include tangible property in the RC, stock, capital interests

or profit interests in a RC Business acquired for cash. The rate applies to gains after December 31, 2001 and before January, 1 2015. The taxpayer is not required to sell the asset in 2015, but must determine and substantiate the gain for that period.

Name: Increased Section 179 Deduction

Target User: "Renewal Community Business" as defined by the Internal Revenue Code: 85% of property in RC, 50% of gross income from RC, 35% of employee live in RC – with less than \$200,000 in new equipment needs annually.

Summary: Up to an additional \$35,000 immediate depreciation expense for machinery or equipment, including computers, placed in service in that year. For example, the incentive allows an "RC Business" to take up to a total of \$59,000 "write-off" in 2002 on Form 4562.

Atlanta Urban Enterprise Zones (UEZ)

The Urban Enterprise Zone program is an important incentive program available for affordable housing development. Projects developed under this program's housing and mixed use catagories are required to provide 20% of their units (for sale or rent) as affordable (as defined by the program).

The Urban Enterprise Zone program was authorized for creation by the Georgia General Assembly in 1983. The purpose of the UEZ program is to encourage private development and redevelopment in areas of the City or on sites which otherwise would unlikely be developed due to the existence of certain characteristics of the area or site. The economic advantages may include the abatement of a substantial portion of the ad valorem property taxes by the City of Atlanta and Fulton County during the first ten years of the life of the development project, as well as the waiver of the payment of development impact fees by the City. The UEZ program is managed by the City's Department of Planning and Community Development (the Department).

The UEZ program does not have pre-existing designated urban enterprise zones. Rather, anyone who is interested in obtaining UEZ designation for a particular property must have a specific development proposal for that property, and must submit a detailed UEZ application to the Department to request that a UEZ be created for that property. The UEZ program requires that each UEZ be designated on the basis of a specific development proposal, thus it does not allow the designation of a UEZ for purely speculative real estate purposes. A UEZ property does not have to be of any minimum size.

A UEZ may be one of the following six possible types.

- Housing Enterprise Zone (HEZ) 57 active HEZ,
- Mixed-Use Residential Commercial Enterprise Zone (MUR/CEZ) – 16 active MUR/CEZ
- Commercial Enterprise Zone (CEZ) 6 active CEZ
- Industrial Enterprise Zone (IEZ) 10 active IEZ
- Mixed-Use Commercial/Industrial Enterprise Zone (MUC/IEZ) – 4 active MUC/IEZ
- Business Enterprise Zone (BEZ) 1 active BEZ

Once a UEZ is designated according to one of these types, it cannot be changed. For mixed use UEZs, the developer must construct all of the required land uses within the development project.

For properties that are located within the Fulton County portion of the City of Atlanta, a property owner can receive tax abatements by both the City of Atlanta and Fulton County. Each prospective UEZ must be approved for creation by both the Atlanta City Council and the Fulton County Commission. However, for properties that are located in the DeKalb County portion of the City of Atlanta, the property owner would receive tax abatements for the City of Atlanta taxes only, and would continue to pay full taxes to DeKalb County, because DeKalb County does not participate in the City's UEZ program.

Tax abatements are allowed on the assessed value of the improvements (new development or renovations) only since the property owner must continue to pay taxes on vacant land and existing improvements anyway. Property owners continue to pay taxes on land and structures that existed before any improvements are made. After the first year of UEZ designation, tax abatements occur via a sliding scale of reduced percentages, as follows:

| Years of UEZ Designation | Maximum Percentage of | | |
|--------------------------|--------------------------|--|--|
| | Property Tax Abatements* | | |
| 1-5 | 100 % | | |
| 6-7 | 80 % | | |
| 8 | 60 % | | |
| 9 | 40 % | | |
| 10 | 20 % | | |
| 11 | 0% | | |

The only time when property owners receive 100 percent tax abatements within the first five years of enterprise zone designation is when (for housing enterprise zones) the value of the improvements exceed the value of the land by a factor of eight times or more. For non-residential zones, the value of improvements must exceed the value of the land by a factor of three times or more.

UEZ Eligibility

A particular property may become eligible for urban enterprise zone (UEZ) designation only after the DepartmentofPlanningandCommunityDevelopment has conducted a "UEZ eligibility analysis" to determine whether the property meets certain required UEZ criteria. This analysis must be completed before a potential UEZ applicant submits a UEZ application. The UEZ eligibility analysis determines whether the subject property meets three of the four possible criteria pertaining to the following:

1. Evidence of Pervasive Poverty:

 Must be ≥20 percent, as is measured by the census block group in which the subject property is located.

2. Unemployment:

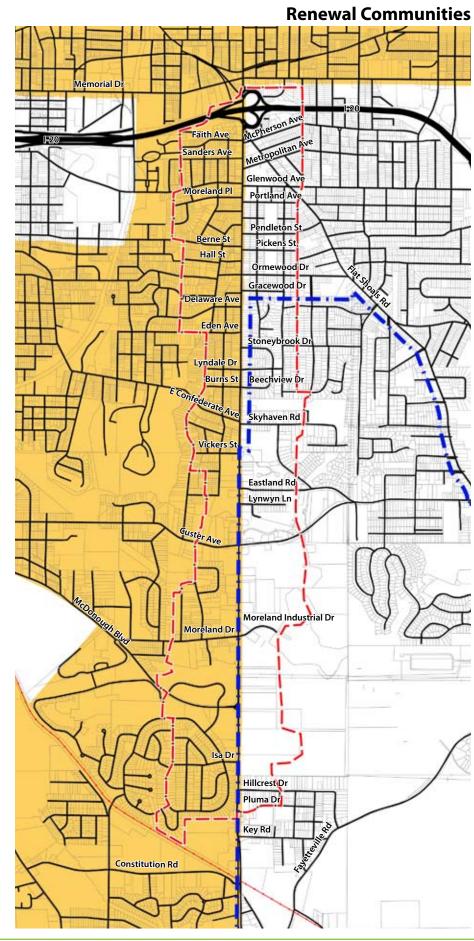
- At least 10 percent higher than the State average, as is measured by the percentage of unemployment existing in the census tract in which the subject property is located; OR
- Significant job loss occurring either on the subject property or within the immediate vicinity, as is measured by documentation to be provided by the applicant.

3. General Distress:

- High crime rate (≥20 percent) for the police beat in which the subject property is located, as is measured by City of Atlanta Police crime statistics; OR
- Presenceofexistingabandonedand/ordilapidated structures within one block of the project area, or deteriorated infrastructure, as is measured by documentation (such as photographs) to be provided by the applicant.

4. Underdevelopment:

 Must be ≥20 percent of development activity occurring within the City, as is measured by the Neighborhood Planning Unit in which the subject property is located. For mixed-use residential/ commercial enterprise zones, this criterion may be satisfied by using either the residential or commercial City building permit data.



Legend

Renewal Communities

Market Analysis

The following is a summary of the analysis and recommendations from the Economic and Market Analysis prepared by Market + Main, the complete analysis is provided as an appendix to this report.

Study Area Challenges & Assets

There is significant potential for development and redevelopment in the Study Area. However, as in every community, there are challenges that need to be addressed and assets that need to be recognized. A consistent circumstance in terms of planning, market analysis, and economic development is that, many times, issues are just opportunities in hiding. Meaning that what seems like a negative might easily be turned into a positive for the community with an adjustment in perspective and a leveraging of resources. That is why it is important to face challenges, recognize them, come to understand them, and implement actions to change them in order to move the South Moreland area forward in the long-term. These issues and opportunities are based on stakeholder interviews, market assessment, and feedback at public meetings.

Challenges

- Parcel shape small or odd-shaped
- Parcel size shallow and narrow
- Underutilized commercial uses/tertiary retail uses along parts of Corridor
- Vacant property
- Lack of connectivity
- Perception of crime in some areas
- Development activity not consistent throughout area
- Median income level lower than the City Average in the Study Area
- · Not pedestrian friendly throughout area
- Rundown properties, lack of maintenance
- Low educational attainment levels in Study Area
- Underutilized building footprints
- · Speculative investors holding land
- Decked parking likely required for much of redevelopment – costly

Assets

- New development activity
- Vacant properties opportunities for development
- · Support for higher density development
- Diversity
- Unique and independent retailers
- East Atlanta Village
- Proximity of Glenwood park
- Support for mixed income housing to ensure residents have options to stay in community
- Desirable residential area
- Preserve historic character of neighborhoods
- Convenient location to downtown Atlanta and Decatur
- Great access with Moreland as thoroughfare to Interstate 20
- Opportunity for good return on real estate investment

Summary of Market Demand:

The below chart summarizes the anticipated market demand over the next five years for housing, retail, office and industrial development.

Key recommendations and opportunities include:

Encourage redevelopment along the corridor north of Glenwood Avenue.

 Creates a new northern anchor and builds upon the development of the "Gateway" project at I-20 and Moreland Avenue.

Develop Mid to High Density Residential Infill

- Strong market opportunity for apartments, condos, lofts, townhomes
- · Strong opportunity for senior housing

Encourage Retail "Pruning"

 Look to redevelop aging commercial centers with new retail and incorporate ground-floor retail in new housing infill projects (quality over quantity).

Focus on Redevelopment in Southern End of Corridor

 Opportunity with Moreland Plaza commercial site and Thomasville Heights Housing project to serve as catalysts for further redevelopment.

Diversify Mix

 Encourage and a mix of both housing product and retail services to strengthen the longterm sustainability of the corridor's homes and businesses.

| | Summary of Market Demand | | | | |
|---------------------------|--------------------------|----------------------------|-----------|--|--|
| | Existing (2007) | 5-year (2012) Increment | Total new | | |
| Residential | | | | | |
| SF Detached (units) | 10 | 35 | 45 | | |
| SF Attached (units) | 35 | 145 | 180 | | |
| MF Condo/Apt. (units) | 45 | 180 | 225 | | |
| Subtotal | 90 | 360 | 450 | | |
| Retail | | | | | |
| Neighborhood Serving (sf) | 69,500 | 79,000 | 148,500 | | |
| Community Serving (sf) | 75,400 | 80,600 | 156,000 | | |
| Subtotal | 144,900 | 159,600 | 304,500 | | |
| Office (sf) | 22,000 | 79,000 | 101,000 | | |
| Industrial (sf) | 0 | 0 | 0 | | |

Areas to Protect and Enhance

Areas of No Change

Based on the existing conditions analysis and field review, this diagram represents key areas that should be protected and enhanced from a land use and redevelopment standpoint. These areas include the surrounding established neighborhoods and commercial areas that have recently developed or are pedestrian-oriented.

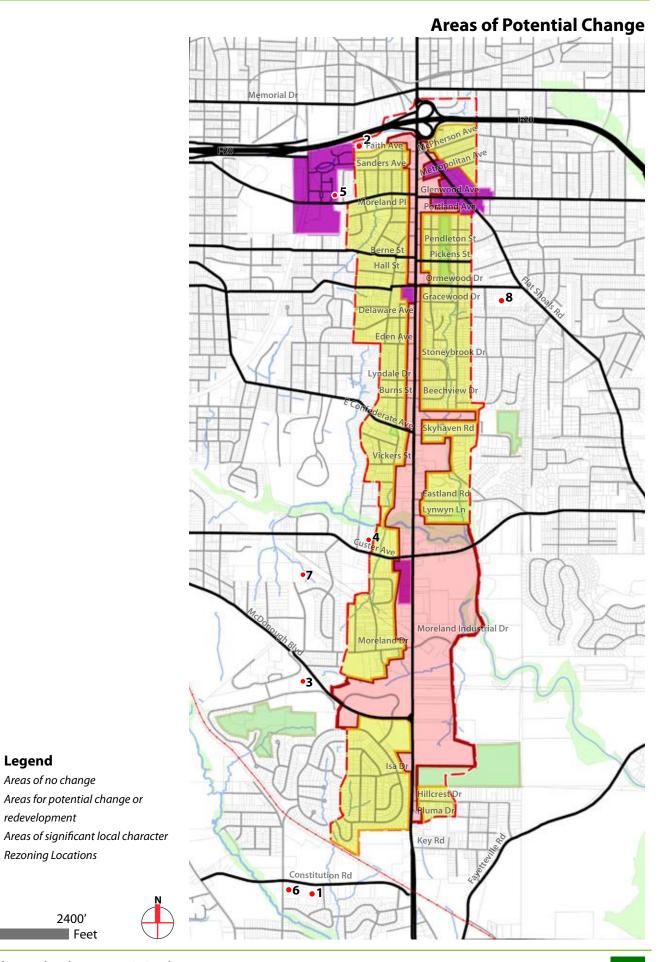
Areas of Change

This represents areas of likely redevelopment including commercial areas along the corridor and key residential areas such as Thomasville Heights. The size and scale of these areas varies dramatically throughout the corridor with smaller sites along the northern half of the corridor and larger sites (Moreland Plaza Shopping Center) on the southern half. The recommendations of the plan will need to be tailored to the constraints and opportunities that each area presents.

Rezonings in the Study Area

Rezoning activity helps understand potential change and development patterns. The table below and the adjacent map shows recent rezonings in the study area

| No. | Address | SF | TH | MF | Office | Retail |
|-----|---------------------------|-----|-----|-----|----------------|----------------|
| 1 | 959 Constitution | | 75 | | | |
| 2 | 390 Stovall | | | 192 | | |
| 3 | McDonough | 82 | | | | |
| 4 | 1096 Custer | 19 | | | | |
| 5 | 890 Glenwood | 80 | 100 | 100 | 20,000 s.f. | 50,000 s.f. |
| 6 | 915 Constitution | | 57 | 168 | | |
| 7 | 1465 Pontiac Place | 26 | | | | |
| 8 | 770 Shaddowridge Drive | N/A | N/A | N/A | | |



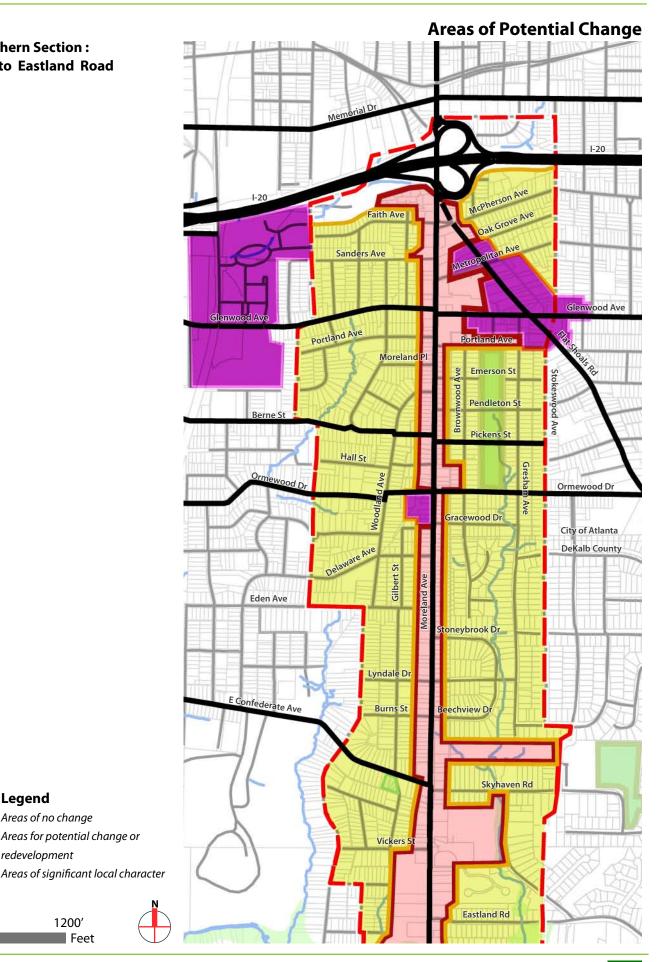
2400'

Legend

0'

redevelopment

Northern Section: I-20 to Eastland Road



Feet

1200'

Legend

0'

Areas of no change

redevelopment

Areas for potential change or

Areas of Potential Change Southern Section: Eastland Road to Constitution Road Eastland Rd Lynwyn Ln **Custer Ave** Moreland Industrial D Moreland Dr McDonough Blvd Hillcrest Dr Key Rd Legend Areas of no change Areas for potential change or redevelopment ConconstitutionRd Areas of significant local character 0' 1200' Feet



Section 3.0
The Public Visioning Process

The Public Visioning Process

The Public Visioning Process

As part of the design and planning process, a series of public meetings, stakeholder interviews, design workshops, and public presentations were conducted to uncover key issues and gather public input.

This process included:

Public Kick-Off Meeting: October 25, 2007

This meeting included a brief presentation of the planning process and two exercises designed to gather public ideas and input. The first was a "post it" note exercise where meeting attendees were asked to write 3 things they "value" most about the area and 3 things they would like to see "changed". The ideas could be broad or specific. These notes were then placed on the wall and grouped into common categories in order to uncover common themes.

The second exercise involved working in small "table groups" around aerial maps of the study area. Participants were asked to mark up the base maps and identify geographically, areas needing change or improvement and areas to be enhanced or protected. Similar to the first exercise, this one serves to locate specific project needs and concerns in the corridor. Each table then presented back to the larger group the ideas and concepts discussed in their table session.



Participants in the October 25th Kick-off Meeting



Community ideas and comments organized as "post it" notes



Community members organizing "post it" notes

Post-it Notes Exercise

Broad Categories of things that the community values

Trees and Open Space (41) Local Business / Neighborhood Retail (38) Good access to Downtown (33) Historic Character and Diversity (30) Sense of Community (25) Walkability (18)

Broad categories of things the community would like to see changed

Traffic and Transportation Issues (64) (Truck traffic, traffic operations, speed)
Redevelopment / Code Enforcement (63)
Bike / Ped and Transit (56)
Character of Businesses and Streets (40)
Street infrastructure (25)

Note: Numbers in parentheses indicate the number of "post-it notes" related to the same issue

Key comments for the top three issues from the "Values" and "Change" exercise are reproduced below.

Things they value

Trees / Green Space

- Brownwood Park, existing trees
- Clean and healthy environment
- Greenspace and community garden areas

Local Business / Neighborhood Retail

- · Starlight Drive-In Cinema
- Residential feel with shopping on the edges
- Little Azio / Ormewood square shopping area
- Variety of shopping not chain stores

Good Access to Downtown

- Proximity to downtown / airport
- Key transportation artery
- Ease of access to interstates and local destinations

Things they would like to see changed Redevelopment / Code Enforcement

- Redevelop dilapidated, vacant properties, salvage yards and junk yards
- Regulate adult businesses and liquor stores
- Regulate billboards and signage
- · Lesser numbers of auto stores, strip malls
- Reuse of the Land fill

Traffic and Transportation Issues

- Add turn Lanes
- Synchronize the traffic lights
- Enforce speed limits
- Traffic congestion at Moreland Avenue and I-20
- Manage access to fast food restaurants
- Redirect / Remove / Manage Truck traffic

Bike / Pedestrian & Transit Related Issues

- Need better mass transit options
- Make room for bikes (Bike Lanes / wider lanes)
- Install / repair / improve sidewalks
- Make it aesthetically pleasing to walk on Moreland Avenue (landscaping / street trees)
- Better / more frequent crosswalks on Moreland
 Avenue

The Public Visioning Process

Stakeholder Interviews: October 2007

Following the Public Kick-Off Meeting a series of oneon-one stakeholder interviews were conducted to gain more specific input on key issues in the area. These interviews included the Atlanta Housing Authority, GDOT, DeKalb County staff, neighborhood leaders, and property owners. They were informal discussions that were used to identify current initiatives and trends in the corridor.

Design Workshop: December 11-13, 2007

The Design Workshop was organized as a series of meetings, presentations, stakeholder interviews, and team working sessions all scheduled over a three day period. The purpose of the workshop was to develop and design an initial set of concepts that could be quickly shared with the public and form the foundation of the plan.

The workshop included a public kick-off meeting on the first evening. Held at Mt. Nebo Baptist Church with many new to the planning process, this meeting served a similar purpose as the first kick-off meeting in October. Participants were asked to work in small table groups around aerial base maps and identify key issues, areas of concern, improvement opportunities.

The following three days were scheduled as day-long open house work sessions where the project team set up a working studio and began designing and developing proposed projects in an environment where the public could drop in and share ideas and review work in progress. The evening of the third day concluded with a public overview presentation of the designs and planning ideas developed during the week. Over 150 people participated throughout the course of the design workshop.



Design Charrette Kick-off at the Mt. Nebo Baptist Church



Community members discussing ideas in small groups



Table session leaders presenting ideas to the public

Table Session Comments

Traffic and Transportation Issues

- Would like to see better continuity in character of Moreland Avenue
- Moreland & I-20 interchange is dangerous for motorists, peds and bikes
- Inconsistent road width along Moreland
- Truck traffic is dangerous
- Realign dog-leg intersections
- · Optimize / synchronize signal timing
- Provide traffic signals for traffic calming and pedestrian crossings

Redevelopment Issues

- Enhance and protect residential neighborhoods
- Redevelop vacant and rundown properties
- Rezone industrial uses to more community oriented uses
- Encourage diversity of retail and office space as a part of mixed use development
- Lessen the public housing concentration to the south of Moreland Avenue
- Keep the Starlight Drive-in Theatre

Open Space, Greenspace and Trails

- Need more greenspace and parks along Moreland Avenue
- Use the power line easement for a multi-use trail
- Develop parks / trails along floodplain of Entrenchment creek
- Connect existing parks to potential new ones
- Explore urban agriculture opportunities with new development

Bike and Pedestrian Safety / Walkability

- Want bike lanes on or parallel to Moreland Avenue
- Need better sidewalks and street trees with street furniture
- Screen the trucking businesses with street trees
- More opportunities for safe pedestrian crossings on Moreland Avenue
- Use traffic calming measures for pedestrian safety on Moreland and adjacent neighborhoods

Project Goals

The public input and existing condition analysis served to structure a set of project goals used to guide the development of the plan.

1. Make Moreland Pedestrian Friendly

- Better sidewalks, street trees & landscape buffers
- Safe and Accessible Pedestrian Crossings
- Eliminate/Reduce Truck Traffic
- Realign Glenwood & Skyhaven Intersections
- Make I-20 Interchange Less of a Pedestrian Barrier

2. Enhance Pedestrian & Bicycle Connectivity

- Bike Lanes on or Parallel to Moreland Avenue
- New Trail/Greenway Connections
- New Sidewalks in Neighborhoods
- Neighborhood Traffic Calming

3. Support Pedestrian Friendly Urban Form

- Regulate Building Form and Placement to Support Pedestrian Friendly Environment
- Regulate Site Design to Promote Connectivity
- Enhance Streetscape Standards for Private Development
- Implement Design Standards

4. Promote Mixed-Use Redevelopment

- Promote Neighborhood Serving Commercial Uses
- Promote a Range of Housing Type (mix of income)
- Design with Appropriate Height and Density to Neighborhood
- Redevelopment and Revitalize Underutilized Areas

5. Enhance Transit Service

- Improve and Consolidate Transit Shelters and Stops
- Manage and Reorganize Bus Routes to Improve Service (shorter headways)
- Plan for Future Bus Rapid Transit (BRT) in the Moreland Corridor



Section 4.0 Recommendations

Overview

Section 4.0 outlines and illustrates the overall recommendations for the corridor based on the existing conditions analysis and public visioning input. The design recommendations in this Section are organized into (4) focus areas that divide the corridor into unique geographic sections, and an overall set of streetscape recommendations. Detailed descriptions of individual projects and recommendations are provided in Section 5.0.

The focus areas include:

I-20 to Glenwood Avenue: This area includes the East Atlanta Village with potential for multi-story redevelopment along Moreland Avenue. The key issue will be defining the scale and intensity of this redevelopment to be compatible with the surrounding single-family residential neighborhoods.

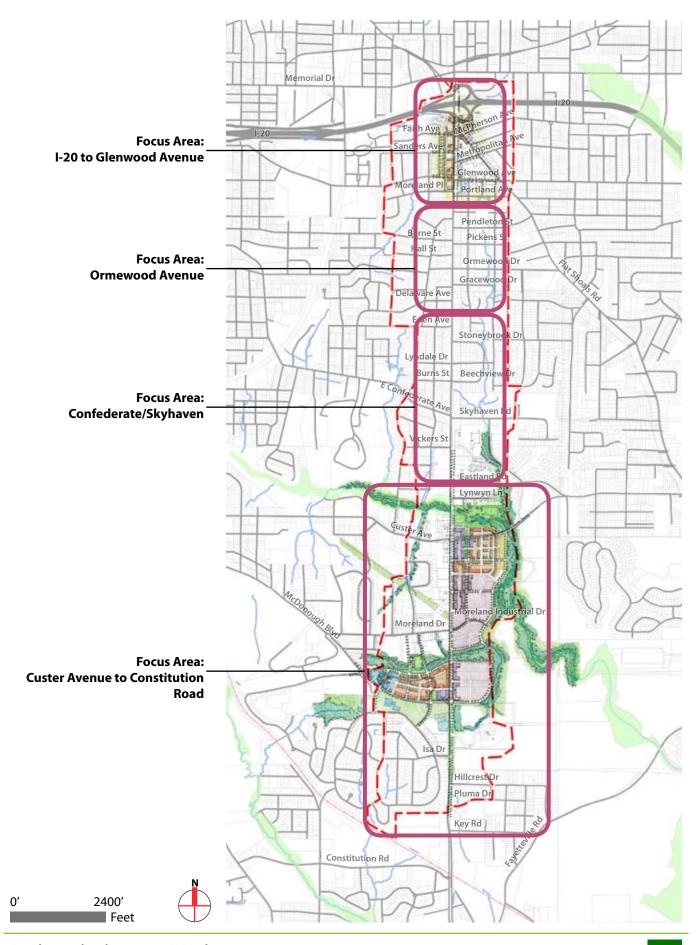
Ormewood Avenue: This area is centered on the Ormewood Avenue intersection with its emerging pedestrian-oriented neighborhood commercial node. Opportunity exists to strengthen this node with additional neighborhood-oriented commercial and mixed use development.

Confederate/Skyhaven: This area is characterized by aging, auto-oriented, strip commercial uses. There

will be opportunities to redevelop these commercial areas to create a pedestrian-corridor that supports a range of uses.

Custer Avenue to Constitution Road: This area includes several large-scale redevelopment opportunities such as the Moreland Plaza Shopping Center and the Thomasville Heights Housing Project. These sites have the potential to transform the corridor and catalyze further redevelopment.

Moreland Avenue Streetscape: The character and scale of Moreland Avenue changes throughout its length. The design recommendations illustrate a way to respond to these unique conditions while creating an overall stronger and safer pedestrian environment and consistent design theme.



Focus Area: I-20 to Glenwood Avenue

Context:

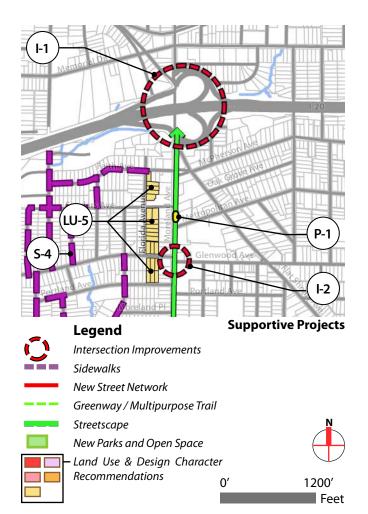
This section of Moreland Avenue serves as the gateway to the East Atlanta Village and the East Atlanta and Ormewood Neighborhoods. These neighborhoods are characterized by tree-lined streets, early 20th Century residential architecture, and East Atlanta Village with its historic buildings, street-oriented shop fronts and pedestrian-oriented streetscapes. By contrast, Moreland Avenue from Glenwood Avenue to I-20 is dominated by auto-oriented fast food restaurants, drive-thru's and gas stations. The sidewalks are interrupted by numerous driveways and curb cuts and lack any street trees or pedestrian amenities.

Vision

Ir is recommended that this section of the Morlenad Avenue corridor be redeveloped at a higher density to complement the area's existing character and transporation infrastructure, particularly the adjacent interchange to Interstate 20. This density must be carefully managed, however, due to the adjacent proximity of the predominantly single-family North Ormewood park Neighborhood immediately to the west of existing comemercial properties fronting Moreland Avenue. For this reason the planning concept for this portion of Moreland Avenue calls for mixed-use, pedestrian-oriented buildings on both sides of Moreland Avenue, with heights up to 8 stories on the east side of Moreland Avenue and up to 6 stories on the west side of Moreland Avenue.

Redevelopment Approach:

The East Atlanta Village area (comprised of the triangle formed by Moreland Avenue, Glenwood Avenue and Flat Shoals Avenue) is regulated under the Neighborhood Commercial Zoning category which requires street fronting building placement, streetscape and active street level uses. This zoning category promotes the Village's existing character, the reuse and renovation of existing buildings, and manages the scale of development. However; the parcels along the west side of Moreland Avenue are "too thin" to accommodate likely redevelopment. The current commercial strip development is already at its highest and best use under the current zoning;



Supportive Projects

I-1: I-20 Interchange Reconfiguration

B-1: Bike route on Faith Avenue

B-8: Bike improvements on Moreland Avenue

LU-5: Future land use change to low density residential (to support townhome redevelopment)

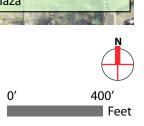
S-4: Ormewood sidewalks

I-2: Glenwood Avenue intersection realignment

P-1: Pedestrian crossing island (between Glenwood Avenue and Faith Avenue

(see Implementation Section for more details)

Conceptual Redevelopment Plan: I-20 Interchange & Moreland Avenue Future interchange redesign to "diamond" with traffic signals Potential full block redevelopment on west New redevelopment side of Moreland Avenue utilizing former interchange ROW Potential gateway park developed on existing gas station Potential for higher intensity redevelopment Redeveloped consistent with the townhomes fronting development proposed along residential edge of on the west side of mixed-use block Moreland Ave. Portland Ave **Portland Ave** Realigned Glenwood



intersection with public

the small parcel size cannot accommodate more development (without structured parking and multiple stories), leaving little incentive to change.

Redevelopment on Moreland Avenue (Faith Avenue to Portland Avenue)

Today

The current depth of commercial lots along the west side of Moreland Avenue is approximately 150 feet. At this scale, the auto-oriented commercial uses have maximized the use of the lot with one-story buildings surrounded by surface parking lots. The result is that the current uses will have very little incentive to redevelop and will remain in their current auto-oriented form because:

- The parcels cannot accommodate any more building square footage without needing more land for parking (surface lots or parking decks).
- The thin dimension (150 feet) leaves no room for the development of an efficient parking deck (minimum 120 foot wide) even if parcels are aggregated.
- The existing relationship to the single-family lots on Florida Avenue limits development height to 35 feet (for development within 150 feet of singlefamily lots).
- These restrictions limit the the financial incentive for property owners to redevelop properties in a manner consistent with the vision of this plan.

Redevelopment Approach

As an alternative, the plan recommends considering the redevelopment of the full block width (300 feet) from Moreland Avenue to Florida Avenue but with specific design and scale controls on development that fronts on Florida Avenue.

Recommendations:

 Allowing the single-family parcels along the east side of Florida Avenue to be redeveloped as "townhome" scale (maximum 3 stories) residential use to serve as the transition between single-family on Florida Avenue and mixed use on Moreland Avenue.

- Properties on the west side of Moreland Avenue in this area are subject to the City of Atlanta's BeltLine Zoning Overlay reauirements, although all single-family zoned properties (R-1 through R-5) are exempt from the overlay zoning. This zoning overlay applies additional layer of review and design standards.
- The resulting development pattern would allow mixed-use, multi-story redevelopment along Moreland Avenue up to 6 stories with the ability to accommodate parking in structures hidden by buildings or in surface lots in the middle of the block. Within the Neighborhood Commercial (NC) zoning, the maximum height of development is 52 feet, or 6 stories if you are greater than 150 feet away from a single-family residential district.
- This multi-story scale of development on the west side of Moreland Avenue would be matched on the east side, supporting mixed-use development that can strengthen the vibrancy of the East Atlanta Village.
- To allow this development to occur the future land use designation of the single-family parcels on the east side of Florida Avenue is recommended to be changed from "Single Family Residential" to "Low Density Residential" allowing the potential for townhome scale redevelopment.
- This land use change simply allows a potential developer to propose a rezoning for townhome development; any redevelopment will still have to go through the City and NPU review and approval process.
- Access Management: The block-scale redevelopment along Moreland Avenue will create the opportunity to eliminate curb cuts on Moreland Avenue and relocate access to the side streets and alleys.
- Housing: The intensification of development along Moreland Avenue supports the goal of providing more housing choice within the corridor. Atlanta's Urban Enterprise Zone program should be promoted to incentivize and encourage the inclusion of affordable housing through redevelopment.

Moreland Ave: Strip Commercial Frontage Strip commercial (lots Single-family lots (behind **Today** too thin for multi-story strip commercial) redevelopment) Moreland Avenue **An Alternative: Surface Parking** 150 Surface parking lot Townhome edge to neighborhood (3 story max) Moreland Avenue Multi-story mixeduse on Moreland **An Alternative: Structured Parking** Structured Parking Townhome edge to neighborhood (3 story max) Moreland Avenue

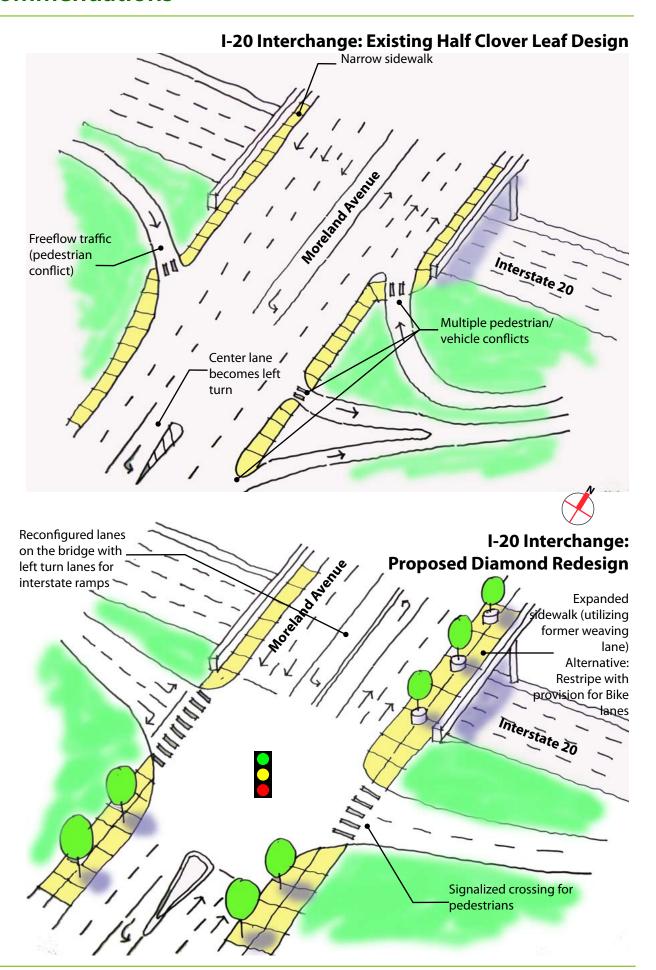
I-20 Interchange

The existing configuration of the I-20 interchange is a half diamond (the eastbound exit and westbound entrance ramps) and a half cloverleaf (eastbound entrance and westbound exit ramps) with unsignalized intersections. This configuration creates a number of issues:

- The unsignalzed intersections are pedestrian hostile, there are multiple crossings where traffic does not stop, making it very difficult for pedestrians to cross the bridge.
- The unsignalized intersections are difficult for vehicular access, illustrated by the dangerous maneuver of making a left onto southbound Moreland Avenue from the westbound exit ramp.
- The lack of lane continuity for southbound Moreland Avenue: the inside lane crossing the bridge turns into the left turn lane for McPherson Avenue.
- The asymmetrical ramp configuration creates driver confusion as to how to get on I-20 (make a left to go eastbound, make a right to go westbound).

A potential alternative redesign of this interchange would include reconfiguring the "cloverleaf" ramps into a diamond configuration with signalized intersections at both ends of the bridge. This reconfiguration results in:

- Restriping the 7-lanes of traffic on the bridge into 6-lanes (2 through lanes and 1 left turn lane in each direction), utilizing the existing weaving lane on the east side of the bridge as an expanded pedestrian sidewalk OR re-striping the lanes to provide for bike lanes across the bridge and extension of the bike route up to Woodland Ave. (see page 5-14 for details)
- Clear and more predictable pedestrian crossings at each signalized intersection of the interchange.
- Clarified lane continuity on southbound Moreland with 2 through lanes and a separate, defined left turn lane onto McPherson.
- Simplified vehicular access on and off of I-20 with signalized access and left turn lanes for eastbound and westbound entrance ramps.



Glenwood Intersection Realignment

The realignment of the off-set intersection of Glenwood Avenue at Moreland Avenue has long been identified as a desired transportation project for the corridor. The existing configuration includes several key issues:

- The off-set of this intersection adds an extra phase to the traffic signal (one each for the eastbound and westbound Glenwood traffic, instead of one for both), creating additional traffic delay. The intersection is operating at a LOS E (58.2 second delay) in the AM peak
- The opposing left turns on Moreland to eastbound and westbound Glenwood Avenue cross paths because of the off-set, creating a dangerous traffic condition.

The proposed plan realigns the eastern leg of Glenwood Avenue, requiring the commercial property on the northeast corner (Tire Man). The resulting intersection includes:

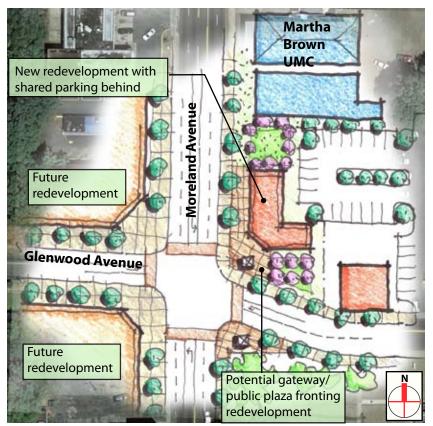
- A new left turn lane from Glenwood Avenue to southbound Moreland Avenue.
- The potential for a public plaza on the northeast corner that could serve as a gateway to the East Atlanta Village and a public space amenity for adjacent redevelopment.
- The plan does not include right turn lanes from Moreland Avenue, this may be a desired component from GDOT but should be resisted given the pedestrian character of the area and the plan's desire to calm traffic on Moreland Avenue.
- Results in a 70% decrease in vehicle delay in the AM Peak and a 40% decrease in the PM Peak.

| | AM Peak | PM Peak |
|--------------|--------------|--------------|
| Existing | LOS (E) 58.2 | LOS (C) 24.3 |
| Intersection | second delay | second delay |
| Realigned | LOS (B) 17.4 | LOS (B) 14.6 |
| Intersection | second delay | second delay |

Glenwood Intersection Realignment



Existing Condition



Proposed Realignment

Focus Area: Ormewood Avenue

Context:

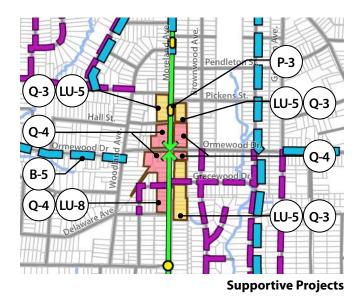
Moreland Avenue from Glenwood Avenue to East Confederate Avenue is predominantly comprised of single-family residential homes fronting the corridor with a small redeveloping commercial node at the intersection of Ormewood Avenue. While reinvestment in these properties has been occurring, there are some aging commercial and residential properties around the Ormewood Avenue intersection that are ripe for redevelopment.

Redevelopment Approach:

The potential exists to encourage redevelopment in key areas of this segment of Moreland Avenue to mixed-use development and low density, multi-family residential at a 3-4 story townhome-scale.

Recommendations:

- Supporttheredevelopmentofexistingcommercial parcels in the Ormewood Avenue node (from Hall Street to Delaware Avenue) into a mixeduse district that supports neighborhood-serving commercial uses. Buildings should be oriented to the street with active street-level uses and parking located behind. Redevelopment should be a maximum of 5 stories and implement the City of Atlanta's Quality of Life zoning standards.
- Support the redevelopment of existing single-family parcels on Moreland Avenue from Berne Street to Delaware Avenue, into townhome scaled multi-family and/or live work development. This new residential redevelopment is intended to support a vibrant neighborhood commercial node and serve as a transition to the surrounding neighborhood. Buildings should be a maximum of 3 stories and allow commercial or office uses on the ground floor.

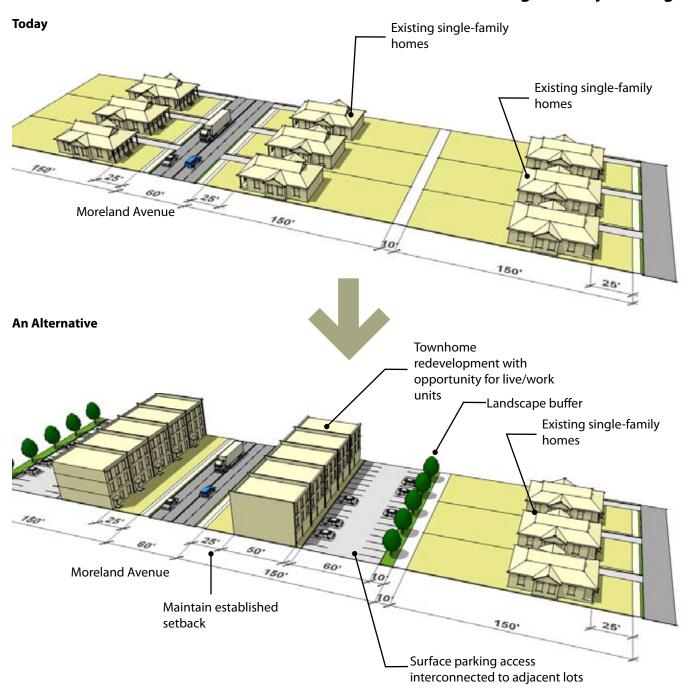


Legend



- Access Management: The commercial and residential redevelopment along Moreland Avenue will create the opportunity to eliminate curb cuts on Moreland Avenue and relocate access to the side streets and alleys.
- Housing: The intensification of development along Moreland Avenue supports the goal of providing more housing choice within the corridor. Atlanta's Urban Enterprise Zone program should be promoted to incentivize and encourage the inclusion of affordable housing through redevelopment.

Moreland Ave: Single Family Frontage



Supportive Projects

- **LU-5:** Future land use change to low density residential (to support townhome development from Berne Street to Delaware Avenue)
- **LU-8:** Future land use change to low density mixed use (Hall Street to Delaware Avenue)
- **P-3 & P-2:** Pedestrian crossing islands (between Glenwood Avenue and Ormewood Drive)
- **S-5:** Neighborhood sidewalks
- **S-2:** Moreland Avenue streetscape
- B-5 & B-9: Bike routes on Ormewood Avenue

(see Implementation Section for more details)

Focus Area:

East Confederate Ave. to Custer Ave.

Context:

South of East Confederate, the Moreland Avenue corridor transitions from a residential corridor to a strip commercial corridor. Recent redevelopment in this area has included the new Kroger Shopping Center, yet much of the commercial development in this segment is aging, auto-oriented commercial development and was identified by the public during this planning process as a desired area for redevelopment.

Redevelopment Approach:

The commercial parcels in this segment are large enough to support new commercial and mixed-use development. A key issue will be ensuring appropriate design and land use standards to guide future redevelopment in a pattern and form that is consistent with the plan's goals of creating a pedestrian-oriented, mixed-use corridor.

Recommendations:

- Support the redevelopment of existing strip commercial areas into higher density, mixeduse development that supports neighborhood –serving commercial and residential uses. Redevelopment should be a maximum of 5 stories and implement the City of Atlanta's Quality of Life zoning standards.
- Access Management: The commercial and residential redevelopment along Moreland Avenue will create the opportunity to eliminate curb cuts on Moreland Avenue and relocate access to the side streets and alleys.
- Housing: The intensification of development along Moreland Avenue supports the goal of providing more housing choice within the corridor. Atlanta's Urban Enterprise Zone program should be promoted to incentivize and encourage the inclusion of affordable housing through redevelopment.

East Confederate Ave / Skyhaven Rd Intersection

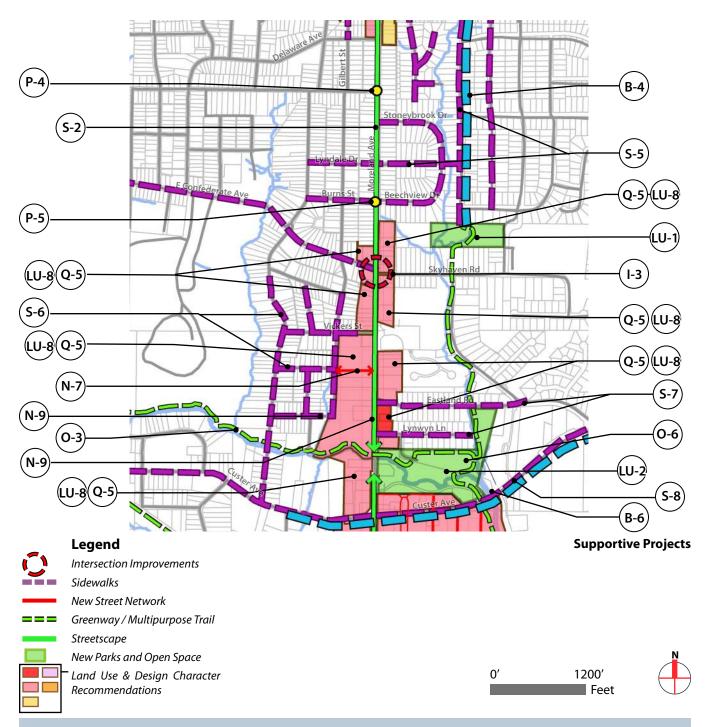
The realignment of the off-set intersection of East Confederate Avenue at Moreland Avenue has long been identified as a desired transportation project for the corridor. The existing configuration includes several key issues:

- The off-set of this intersection adds an extra phase to the traffic signal (one each for the eastbound and westbound traffic, instead of one for both), creating additional traffic delay.
- The opposing left turns on Moreland to eastbound and westbound East Confederate cross paths because of the off-set, creating a dangerous traffic condition.

The plan recommends realigning the eastern leg of Skyhaven Road, requiring the commercial property on the northeast corner. The resulting intersection includes:

- A new left turn lane from Skyhaven Road to southbound Moreland Avenue.
- The plan does not include right turn lanes from Moreland Avenue, this may be a desired component from GDOT but should be resisted given the pedestrian character of the area and the plan's desire to calm traffic on Moreland Avenue.
- Results in a 82% decrease in vehicle delay in the AM Peak and a 50% decrease in the PM Peak.

| | AM Peak | PM Peak |
|--------------|--------------|--------------|
| Existing | LOS (E) 70.9 | LOS (C) 20.7 |
| Intersection | second delay | second delay |
| Realigned | LOS (B) 12.8 | LOS (B) 10.6 |
| Intersection | second delay | second delay |



Supportive Projects

I-3: Realignment of Skyhaven intersection

N-7: New network Knotts Street extension

S-5 & S-6: Neighborhood sidewalks

P-4 & P-5: Pedestrian crossings (between Ormewood Avenue and Skyhaven Road)

S-2: Moreland Avenue streetscape

LU-8: Future land use change to low density mixed use (from Skyhaven Road to Custer Avenue)

(see Implementation Section for more details)

Focus Area: Custer Ave. to Constitution Rd.

Context:

The land use and development pattern on Moreland Avenue south of Custer Avenue is significantly different from the rest of the corridor. This segment of the corridor includes a number of unique and large single-use projects such as Moreland Plaza, the various industrial/warehousing facilities, the Starlite Theater, and the Thomasville Heights Housing Project. These large parcels represent valuable redevelopment opportunities that given their scale, could serve as dramatic catalysts for the corridor's revitalization.

Redevelopment Approach:

The scale of the redevelopment opportunities in this part of the corridor demands a long-term approach to land use, transportation and connectivity, parks and open space, and urban design. These sites need to be planned and viewed together in a broad context to ensure that opportunities for new street connections and greenways and open spaces are identified and preserved.

Moreland Plaza

Moreland Plaza is one of the largest parcels in the corridor (totaling over 38 acres) and includes a largely underutilized surface parking lot and aging commercial structures. This site is a prime candidate for redevelopment given its size and underutilization. As was proposed in the 2001 Moreland Avenue Corridor Master Plan, this plan recommends restructuring this site into a set of streets and blocks that can support a range of uses.

Key recommendations of the plan include:

- Providing greenway trail connections along Entrenchment Creek to create connections to the future Entrenchment Creek Park and regional greenway systems.
- Reorienting development to Entrenchment Creek with a fronting "parkway" road and open space along the creek to include trail connections.
- Locating new mixed-use (commercial and employment) development closer to the Moreland Avenue and Custer Avenue intersection

- with a mix of housing products surrounding it to create a walkable, mixed-use community.
- Providing a balanced mix of commercial and residential uses in order to maintain significant commercial use on this site.
- Organizing development on small –scale streets and blocks (max. 400'-600' in length) to support connectivity and walkability.
- Identifying and requiring important street connections to adjacent parcels to the south and to the adjoining streets of Moreland Avenue and Custer Avenue.

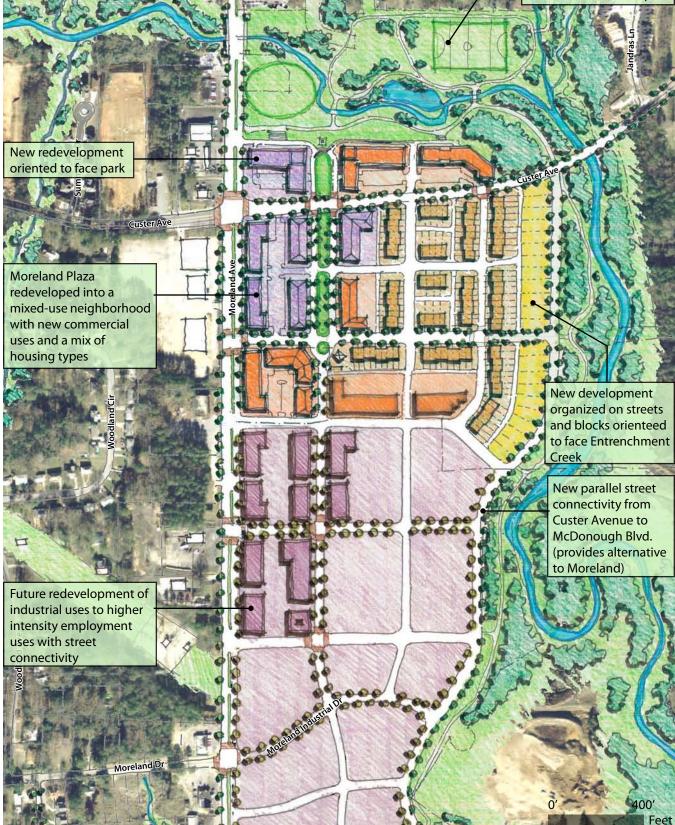
Industrial Uses

The parcels south of Moreland Plaza are zoned for industrial and manufacturing uses and currently includes warehousing, truck sales and storage, and distribution uses. It is the desire and policy of DeKalb County to protect employment and commercial uses in the county. Yet, it is important to the revitalization of the Moreland Avenue corridor that these uses are encouraged to redevelop into more valuable and attractive employment and commercial areas.

Recommendations:

- Transitioning this area from storage/warehousing uses to higher intensity employment uses such as flex office, institutional, and commercial.
- Rezoning the area from the current Manufacturing category to a more business/employment oriented category that can encourage redevelopment and require stronger site design standards.
- With the leadership of the Dekalb County Office of Economic Development, target and recruit "green" industry, taking advantage of the area's access and surrounding housing (jobs to housing relationship).
- Requiring the proposed new street connections either by plan or through incorporation into a new zoning category. This will allow for access managementalong Moreland Avenue and provide needed connectivity throughout the area.

Moreland and Custer Avenue Redeveloped **Entrenchment Creek park** New development organized on streets and blocks orienteed to face Entrenchment Creek New parallel street connectivity from **Custer Avenue to**



Entrenchment Creek Park

The land east of Moreland Avenue along Entrenchment Creek is within the floodplain and unusable for redevelopment. The 2001 Moreland Avenue Corridor Master Plan, as well as, community participants in this study have identified this area as an opportunity for new public open space. This new (21 acre) park could serve as a valuable greenway link for trail access to Entrenchment Creek north and south and could become a catalyst for adjacent "park-oriented" redevelopment.

Recommendations:

- Designate this open space in DeKalb County's Future Land Use Plan and identify parcels for acquisition through DeKalb County's Open Space Acquisition Program.
- Program design and construction funds for the phased improvement of this open space into an active park space that could include trails, playfields, creek restoration, landscaping and other potential park improvements.
- Community interest in "community gardens" and local farming is strong related to the East Atlanta Village Farmer's Market. Explore the opportunity to utilize portions of this park for local community gardens or small-scale agriculture that could be tied to local farmer's markets.
- Encourage and regulate redevelopment along Custer Avenue, adjacent to the park, to reorient and face the park to activate the park's edge and serve as an amenity for new development.

Entrenchment Creek Park



Proposed Entrenchment Creek park (view from Moreland Avenue bridge)

Commercial Strip Uses

Between Custer Avenue and Constitution Road there are a number of smaller commercially zoned parcels that include aging commercial strip uses such as convenience stores, bars, strip clubs and other retail uses. These uses are generally auto-oriented and unattractive with un-landscaped parking lots, lack of access control to Moreland Avenue, and buildings that are marginally maintained and improved. There is a strong desire from the community to see these properties improved, negative uses restricted, and redevelopment encouraged.

Recommendations:

- Support the redevelopment of existing strip commercial areas into higher density, mixeduse development that supports neighborhood –serving commercial and residential uses. Redevelopment should be a maximum of 5 stories and implement the City of Atlanta's Quality of Life zoning standards.
- Access Management: The commercial and residential redevelopment along Moreland Avenue will create the opportunity to eliminate curb cuts on Moreland Avenue and relocate access to the side streets and alleys.
- Housing: The intensification of development along Moreland Avenue supports the goal of providing more housing choice within the corridor. Atlanta's Urban Enterprise Zone program should be promoted to incentivize and encourage the inclusion of affordable housing through redevelopment.

Thomasville Heights Housing Project

The Thomasville Heights Housing Project is in the process of being redeveloped by the Atlanta Housing Authority (AHA). The site will be demolished within the next 1-2 years and the AHA will seek out a private developer to redevelop the site into a mixed-income and mixed-use community. The redevelopment of this site is an important opportunity to reweave this large parcel (36 acres) back into the surrounding area and provide a catalyst for reinvestment throughout this part of the corridor.

Key recommendations of the plan include:

- Providing new north-south connections to Moreland Drive to create better north-south connectivity in the area and provide additional network alternatives to Moreland Avenue.
- Opening up public access to the adjacent creek system by creating a public park and greenway that this new neighborhood can face.
- Providing a new east-west connection along the greenway that creates a connection from McDonough Boulevard to Moreland Avenue. This new road serves as a "parkway" along the greenway with new residential fronting along it, and is an important part of the area's connectivity.
- Providing new neighborhood serving civic uses such as a new library or community center (needs identified by the community) as part of the redevelopment to serve both the new development and the existing neighborhoods. These uses could create a "public" link between the future greenway and the existing Thomasville Elementary School and Thomasville Park.
- Developing a mix of housing products on new streets and blocks that are reconnected to McDonough Boulevard and Moreland Avenue. This mix could include everything from multistory apartments, to townhomes, to single-family homes, in order to provide a range of mixedincome housing opportunities.
- Including opportunities for neighborhoodserving mixed-use development along Moreland Avenue that could include retail services on the ground floor of multi-story residential buildings.



Thomasville Heights Housing Project



View of redeveloped Thomasville Heights along Moreland Avenue

Supportive Projects

O-6 & LU-2: Entrenchment Creek Park

O-1 to O-4: Transit & greenway connections

N-1 to N-5: New network connections

I-4: Traffic signal at Moreland Drive

LU-8: Future land use change to low density mixed use (Custer Avenue to McDonough Blvd.)

LU-7: Moreland Plaza Redevelopment. Land use change to Town Center

LU-6: Thomasville Heights Housing Project, future land use change to high density residential

S-3: Moreland Avenue Streetscape

N-9: Moreland Avenue widening at Entrenchment Creek.

(see Implementation Section for more details)



Quality of Life Design Character Recommendations:

The intent of these recommendations is to help the transition of the corridor from conventional suburban design standards to a more urban set of design standards that promote a mix of uses, encourage pedestrian oriented development and street connectivity as outlined in the City of Atlanta's Quality of Life Codes.

Q-1: Encourage the use of zoning and land use controls such as Quality-of-Life Zoning categories support the redevelopment of the blocks on the west side of Moreland Avenue from Faith Avenue to Portland Avenue via townhome scale (up to 3 stories) residential redevelopment facing Florida Avenue to serve as a transition to multi-story, mixed use development along Moreland Avenue.

Q-3: Encourage the use of zoning and land use controls such as Quality-of-Life Zoning categories to support the redevelopment of single-family homes fronting on Moreland Avenue from Berne Street to Delaware Avenue into townhome scale (up to 3 stories) residential and/or live-work development adjacent to the Ormewood Drive commercial node. Parking should be located behind buildings with shared access to minimize curb cuts on Moreland Avenue.

Q-4: Encourage the use of zoning and land use controls such as Quality-of-Life Zoning categories to regulate the scale and character of development on the existing commercially zoned properties at the Ormewood commercial node (on Moreland Avenue from Hall Street to Delaware Avenue). Future neighborhood commercial development should follow the City's Quality of Life zoning standards with buildings oriented to the street and parking located in the back. Development should be mixed use with commercial on the ground floor and residential uses above and buildings should be a maximum of 5 stories.

Q-5: Encourage the use of zoning and land use controls such as Quality-of-Life Zoning categories to support the redevelopment of suburban commercial

land uses along the corridor (From Skyhaven Road to Custer Avenue). Future commercial development should follow the City of Atlanta's Quality of Life zoning standards with buildings oriented to the street and parking located in the back. Development should be encouraged to be mixed use with commercial on the ground floor and residential uses above and buildings should be a maximum of 5 stories.

Q-9: Encourage the use of zoning and land use controls such as Quality-of-Life Zoning categories to encourage the redevelopment of the Moreland Plaza Shopping Center at the corner of Moreland Avenue and Custer Avenue into a large-scale mixedused center that includes a wide range of housing, retail, and employment uses. Development should be interconnected on pedestrian scaled streets and blocks. Buildings could range up to 10 stories. The development should include new parks and plazas and provide access to Entrenchment Creek.

Q-10: Encourage the use of zoning and land use controls such as Quality-of-Life Zoning categories to support the redevelopment of suburban commercial land uses along the corridor (west side of Moreland Avenue from Custer Avenue to Moreland Drive). Future commercial development should follow the City of Atlanta's Quality of Life zoning standards with buildings oriented to the street and parking located in the back. Development should be encouraged to be mixed use with commercial on the ground floor and residential uses above and buildings should be a maximum of 5 stories.

Q-13: Encourage the use of zoning and land use controls such as Quality-of-Life Zoning categories to support the redevelopment of existing warehouse industrial uses into more employment-intense office, "green" industry, flex office and distribution uses on the east side of Moreland Avenue from south of Moreland Plaza to just south of McDonough Boulevard. Development should provide connectivity on streets and blocks and follow the design standards of the City of Atlanta's Quality of Life zoning districts. Access to Entrenchment Creek and other natural creek systems should be accommodated. Buildings should orient to Moreland Avenue to support a stronger pedestrian environment.

Q-14: Encourage the use of zoning and land use controls such as Quality-of-Life Zoning categories to support the redevelopment of the Thomasville Heights Housing Project into a mixed income residential neighborhood that includes housing types from single family to townhomes to multifamily. The development should provide new parks and open spaces, access to the adjacent creek system, and potential new civic uses such as a new library and/or community center. Building height should be allowed up to 10 stories for multifamily development along Moreland Avenue. Development should be interconnected on pedestrian scaled streets and Neighborhood serving commercial uses blocks. should be encouraged.

Q-15: Encourage the use of zoning and land use controls such as Quality-of-Life Zoning categories to support the redevelopment of suburban commercial land uses along the corridor (west side of Moreland Avenue from McDonough Boulevard to Isa Drive). Future commercial development should follow the City of Atlanta's Quality of Life zoning standards with buildings oriented to the street and parking located in the back. Development should be encouraged to be mixed use with commercial on the ground floor and residential uses above and buildings should be a maximum of 5 stories.

Q-16: Encourage the use of zoning and land use controls such as Quality-of-Life Zoning categories to support the redevelopment of suburban commercial land uses along the corridor (Moreland Avenue from Hillcrest Drive to Constitution Road). Future commercial development should follow the City of Atlanta's Quality of Life zoning standards with buildings oriented to the street and parking located in the back. Development should be encouraged to be mixed use with commercial on the ground floor and residential uses above and buildings should be a maximum of 5 stories.

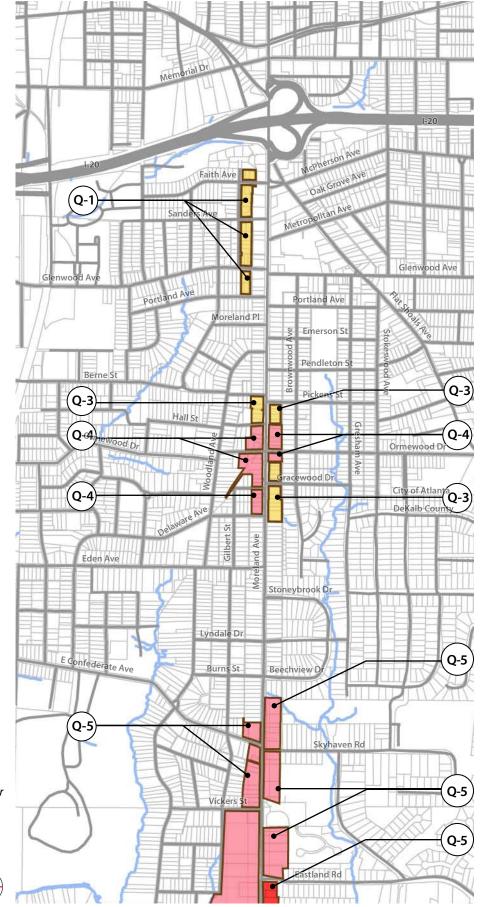
Housing Recommendations:

H-1: Utilize the City of Atlanta's Existing Renewal Community (RC) and Urban Enterprise Zone (UEZ) programs to encourage affordable housing development as part of the proposed redevelopment of the corridor.

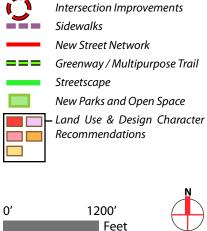
H-2: Utilize the Quality of Life Zoning Districts to encourage affordable/senior housing developments in new redevelopment projects (these districts include incentives for affordable housing).

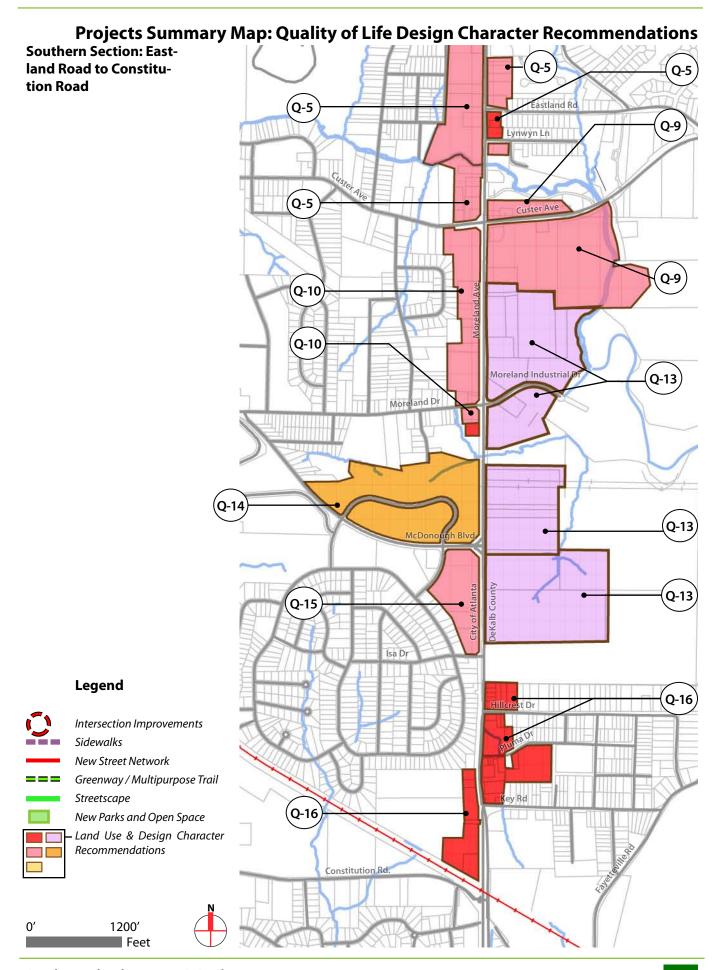
Projects Summary Map: Quality of Life Design Character Recommendations

Northern Section: I-20 to Eastland Road



Legend





Moreland Avenue Streetscape:

Increasing pedestrian comfort and safety, controlling vehicular behavior and improving the visual attractiveness of Moreland Avenue are key desires that the community identified throughout this process. An important way to address these issues will be through improvements to the corridor's streetscape. As outlined in the Existing Conditions Section of this report, the corridor's cross-section varies throughout the length of the study area requiring a tailored streetscape approach to each section. For the purposes of defining streetscape design concepts the corridor is divided into three sections.

Section 1: I-20 to Ormewood Avenue

Existing Condition

- The existing right-of-way is 70 feet.
- Includes 5, 10-foot wide travel lanes (4 lanes and a center left turn lane).
- Includes 10 feet of space from back of curb on each side for sidewalks, landscaping, utilities.

Proposed Concept

- Utilize the full 10 feet from back of curb for sidewalk, eliminating green strips between the curb and sidewalk in order to create a larger pedestrian/bicycle space.
- Place new understory street trees at the back of the ROW, away from the outside travel lane to protect them new streets from passing trucks and vehicles (given the small travel lanes and volume of truck traffic).
- Install new pedestrian-scaled lighting (City of Atlanta standard, same as used in the East Village streetscape).
- Raise existing curbs to handle stormwater effectively (road repaving has buried curbs in many locations).

Pedestrian Crossings

- Construct pedestrian crossing islands at key crossing locations utilizing portions of the center turn lane to build landscaped islands as a pedestrian refuge and traffic calming feature.
- Some of these crossings could include pedestrian activated HAWK (High-intensity Activated crosswalk) signals to stop traffic where major pedestrian crossings occur.
- Stripe pedestrian crossings at all other street crossings.

Section 1: I-20 to Ormewood Ave Landscaped New understory street pedestrian island trees located at the back of ROW Pedestrian scaled street lights 70'ROW Expanded sidewalk **Proposed Streetscape** STREET LIGHT EVERY GO', STREETED INDERSTORY FLOWERING CANOPY TREE CONCRETE WALK **Existing Condition** CROSS WALK WITH PAVER (& 6" FLOSH CONCRETE BAND 4' × 10' PLANTER DON CRETE WALK



View of proposed streetscape and pedestrian crossing



Section 2: Ormewood Avenue to Skyhaven Road

Existing Condition

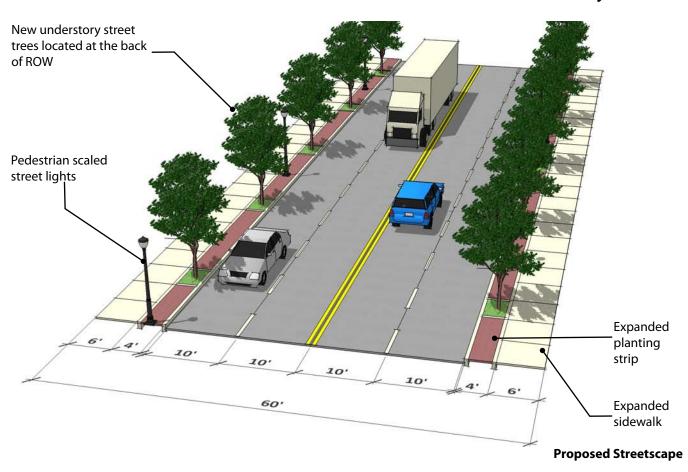
- The existing right-of-way is 60 feet.
- Includes 4, 10-foot wide travel lanes.
- Near Entrenchment Creek the lanes narrow to 9-foot.
- Lacks a center left turn lane.
- Includes 10 feet of space from back of curb on each side for sidewalks, landscaping, utilities.

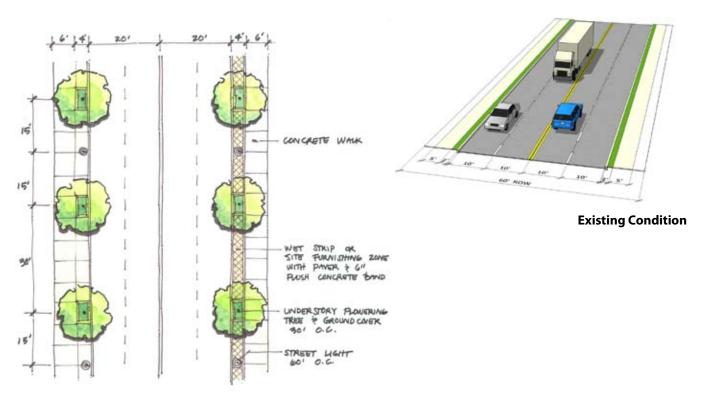
Proposed Concept

- An alternative (to be considered in the detailed streetscape design) to the green planting strip utilizes the full 10 feet from back of curb for sidewalk, eliminating green strips between the curb and sidewalk in order to create a larger pedestrian/bicycle space.
- In residential areas, consider placing new understory street trees at the back of the ROW, away from the outside travel lane to protect them new streets from passing trucks and vehicles (as illustrated in graphic on page 4-24).
- In commercial areas, locate new street trees in a planting strip adjacent to the curb (as illustrated in graphic on page 4-27).
- As an alternative, in commercial areas the street trees could be placed closer to the street in tree grates, within a designed hardscape band that might include pavers or other material to contrast to the concrete sidewalk.
- Install new pedestrian-scaled lighting (City of Atlanta standard, same as used in the East Village streetscape).
- Stripe pedestrian crossings at all other street crossings.
- Raise existing curbs to handle stormwater effectively (road repaving has buried curbs in many locations).

Recommendations

Section 2: Ormewood Ave to Skyhaven Rd





Recommendations

Section 3: Custer Avenue to Constitution Road

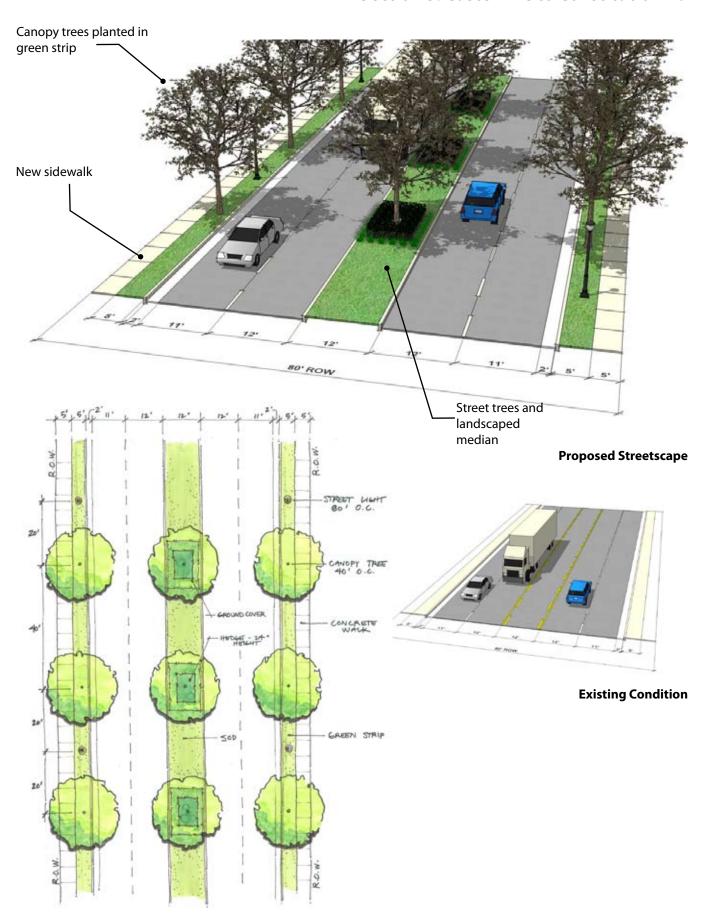
Existing Condition

- The existing right-of-way is 80 feet.
- Includes 5, 11-foot wide travel lanes and a 12-foot center left turn lane.
- Includes 9-10 feet of space from back of curb on each side for sidewalks, landscaping, utilities.

Proposed Concept

- Utilize the full 10 feet from back of curb for sidewalk and green strip to create a more "green" feel to this section of the corridor.
- Place new understory street trees in the green strip to create a future tree canopy for the sidewalk.
- Install new pedestrian-scaled lighting (City of Atlanta standard, same as used in the East Village streetscape).
- Construct landscaped medians in the center turn lane between street crossings and plant them with street trees. These medians are possible given the larger parcel size of properties in this segment that result in large gaps between existing driveways. In the long-term redevelopment should be planned with access management standards that limits the number of individual driveways and requires new street network to provide access to Moreland Avenue.

Section 3: Custer Ave to Constitution Rd





Section 5.0 Implementation

Implementation Plan:

In order to implement the recommendations and design concepts illustrated in Section 4.0, those ideas were organized into a comprehensive list of specific projects to form a project matrix. This project matrix outlines intent, potential cost, timing and priority and responsible party or agency for each project. The project matrix serves as the "blueprint" for the overall plan and vision and is organized into the following categories:

Transportation – This includes proposed improvements to intersections, streetscape and sidewalks, pedestrian crossings, transit, and bicycle facilities.

Land Use – This includes the key changes to Future Land Use categories necessary to support the type of redevelopment proposed.

Quality of Life Design Character – Outlining the urban design and form recommendations intended to guide future decisions regarding redevelopment and rezoning in redeveloping areas along the corridor.

Housing – Identifying programs and incentives available for affordable housing development in the proposed redeveloped areas.

Open Space – Outlining the proposed new park and open spaces, and greenway and trail connections that serve to link the existing neighborhoods and future redevelopment together.

Partnerships

The implementation of the projects and policies identified in this plan will require the coordinated efforts of a number of agencies and organizations including the following:

City of Atlanta: Over half of the corridor is in the City of Atlanta's jurisdiction and many of the land use and transportation projects will require the City to implement.

DeKalb County: A significant portion of the corridor is in unincorporated DeKalb County (non-City of Atlanta) and will require coordinated efforts to ensure that the land use and transportation recommendations are implemented consistent with the incorporated City of Atlanta portions. In addition, the County's office of Economic Development can assist in targeting business and employment development.

SouthStar CDC: This study is due in large part to the efforts of SouthStar CDC. This organization will play a critical role in both facilitating the various agencies to ensure implementation of projects, and in potentially implementing redevelopment projects on their own.

PATH: PATH can play an implementing role in actually building the proposed trails and greenways, working with both the City of Atlanta and DeKalb County.

Atlanta Housing Authority (AHA): The redevelopment of the Thomasville Heights Housing Project will play an important catalytic role in the long-term redevelopment of South Moreland Avenue.

Georgia Department of Transportation (GDOT): Moreland Avenue is a State Route and is controlled by GDOT. The proposed pedestrian and bicycle improvements on the corridor will ultimately require their coordination and approval.

Public Project Funding

Many of the projects identified are transportation related and will require funding from a variety of sources. The City of Atlanta and DeKalb County should include these projects in their respective Comprehensive Transportation Plans and work with GDOT to ensure that projects which will require (or may be eligible for) federal transportation funds are included in the Regional Transportation Plan (RTP).

Some of the potential sources for project funding include:

Livable Center Initiative (LCI): This study is funded in part by ARC's LCI program and projects identified as part of this plan are eligible for targeted implementation funding. Typical projects would include pedestrian enhancements. In order to be competitive for LCI implementation funding the applicant must demonstrate that the plan is being implemented locally and preliminary design work on selected projects must be completed.

City of Atlanta Quality of Life Bonds (QOL): Passed in 2000, \$150 million in QOL Bonds were authorized. These funds are distributed evenly among the City Council Districts and are focused on four types of capital projects: 1) sidewalks, 2) public plazas and greenspaces, 3)streets, bridges and viaducts, and 4) traffic control devices including traffic calming. These funds could be used to leverage other funds by serving as the required local project match.

Transportation Impact Fees (TIF): Impact fees are collected from development projects to fund transportation, parks and public safety improvements. These funds are allocated to specific projects by the City Council.

General Obligation Bonds: Authorized by the City Council once a year, the City can issue up to \$8 million in bonds each fiscal year. These funds could be targeted to longer-term projects from the plan that will be in the City's CTP.

Transportation Enhancement Program (TE): Administered by the Georgia Department of Transportation, Transportation Enhancement funding is obtained competitively, and can be used for capital projects that provide infrastructure for pedestrians and cyclists.

Congestion Management and Air Quality (CMAQ) Funds: Provides Federal funding for projects contributing to attainment of national air quality standards. Types of projects eligible include transit, shared-ride services, traffic flow improvements, transportation demand strategies, pedestrian and bicycle facilities.

Private Trusts/Foundations: Several sources of private trust and foundation funding are available specifically for public open space and greenway projects. These sources include the Trust for Public Land (TPL), the Blank Foundation, and the PATH Foundation.

Priorities and Action Items

A clear message expressed throughout this planning process from the community is the desire to enhance the livability of the South Moreland Avenue Corridor and surrounding neighborhoods through policies and projects that: makes it more multimodal (walking, cycling, transit, and cars), supports mixed use development, and includes stronger private development standards to promote pedestrian-friendly urban form.

The projects and priorities that have resulted are organized in several key areas. Provided here is a summary and highlight of the plan's priorities and key short-term actions.

Traffic – The impact of traffic on the livability of the corridor is the single most identified concern of area residents. The community outreach process identified safety, health and quality-of-life concerns to high traffic volumes, high observed traffic speeds, and a high proportion of heavy truck traffic along Moreland Avenue.

- The plan recommends streetscape and pedestrian crossing projects designed to help calm traffic in the corridor, and manage the speed and behavior to both car and truck traffic, and enhance livability by mitigating some of the adverse visual, noise, and safety impacts of Moreland Avenue's traffic conditions.
- It is the expressed desire of the South Moreland Avenue community and Advisory Committee to have the City of Atlanta, DeKalb County and the Georgia Department of Transportation review their policies related to heavy-duty, through truck traffic on corridors, such as Moreland Avenue, relative to the health and livability impacts on adjacent neighborhoods due to truck traffic, and in particular the cumulative health effects of diesel exhaust particulate. This will require additional study, and involve the cooperation of City, County, and State-level elected officials working with the Georgia Department of Transportation and the Public Health community, to identify policy options that can be implemented.

Short-term Action: SouthStar CDC, in coordination with other area neighborhood organizations, the City of Atlanta and DeKalb County elected officials, should lead a "policy review" effort that would seek to identify potential changes to truck route policy on Moreland Avenue. This effort could include continuing education and awareness related to the health and livability impacts, researching and identifying comparable policy modifications from around the country, and developing stronger relationships and communication with the corridor's truck related businesses.

Intersections – Several key intersections were identified as being barriers and traffic issues in the corridor.

 The I-20 interchange is a barrier for pedestrians and cyclists north-south. The proposed reconfiguration provides a potential solution that provides safer pedestrian access and more accessible vehicular access.

Short-term Action: Ultimately this project will require that GDOT prepare an Interchange Modification Report for Federal approval therefore, further traffic analysis of the proposed I-20 interchange reconfiguration will be required to evaluate its ability to handle traffic movements. This analysis should include the Moreland Avenue corridor from the Arkwright/Memorial Drive intersection to the Glenwood Avenue intersection and could be funded via a Supplemental LCI Study application by the City of Atlanta.

Both the Glenwood Avenue and Skyhaven Road intersections were identified as traffic and safety problems based on their off-set configuration. The plan recommends the realignment of these intersections creating better east-west connectivity and increasing traffic capacity on Moreland Avenue.

Short-term Action: These intersection projects should be included and prioritized in the City of Atlanta's Comprehensive Transportation Plan (CTP), currently being developed, and in DeKalb County's CTP. The City of Atlanta (Glenwood) and DeKalb County (Skyhaven) should fund preliminary engineering design work for these intersections in order to make them eligible for LCI implementation funding.

Pedestrian Crossings – Moreland Avenue itself is a significant pedestrian barrier given the speed and volume of traffic and its 4-lane width.

 The plan recommends a series of new pedestrian crossings (signalized and unsignalized) throughout the corridor to create safer and more regular pedestrian crossings. Where space allows, these crossings are designed with landscaped islands that promote traffic calming and provide a pedestrian refuge.

Short-term Action: This is a top priority from the community. These intersection projects should be included in the City of Atlanta's Comprehensive Transportation Plan (CTP), currently being developed, and in DeKalb County's CTP. The City of Atlanta should fund preliminary engineering design work for these crossings, working with GDOT on final location and design details, in order to make them eligible for LCI implementation funding.

New Street Network – There are several large redevelopment opportunities along the corridor that can and should accommodate new street network. These new connections will serve to provide added transportation capacity in the corridor, create smaller, walkable blocks, and reconnect these large sites to the surrounding neighborhoods.

 Key among these are "Entrenchment Creek Parkway" a north-south street that could connect McDonough Boulevard to Custer Avenue creating a parallel route to Moreland Avenue.

Short-term Action: The proposed new streets should be included in the City of Atlanta's Comprehensive Transportation Plan (CTP), currently being developed, and in DeKalb County's CTP as privately developed, but required new streets. The Entrenchment Creek Parkway should be considered in the DeKalb County CTP as a potential "collector" in order to make in eligible for public transportation funding. Redevelopment plans should be reviewed relative to the proposed network to make sure the intent of the connectivity is implemented as development occurs.

Transit – Connecting the corridor with enhanced transit opportunities is a key goal identified by the community.

- The plan recommends in the short-term new and enhanced bus shelters along existing routes and the potential to reevaluate existing bus routes and timing to better serve the area.
- In addition, long term recommendations include fixed arterial transit (light rail or street car) along Moreland Avenue that connects it to the BeltLine and MARTA system.

Short-term Action: The proposed transit recommendations should be included in the City of Atlanta's Comprehensive Transportation Plan (CTP), currently being developed, and in DeKalb County's CTP. The City of Atlanta should facilitate coordination with MARTA to implement the bus shelter improvements and potential route modifications.

Pedestrian Enhancements & Streetscape – The plan focuses on pedestrian improvements along Moreland Avenue and in the surrounding neighborhoods.

 The plan recommends widened sidewalks and enhanced streetscape along all portions of Moreland Avenue.

Short-term Action: The City of Atlanta and DeKalb County should jointly fund the preliminary engineering design of proposed sidewalk and streetscape improvements for the corridor. The preliminary design work will be used to refine cost estimates, finalize design details, coordinate with GDOT, identify appropriate phasing, and make the project eligible for LCI implementation funding.

 In addition, the plan identifies new sidewalks on adjacent neighborhood streets that are currently without sidewalks or need improvement.

Short-term Action: The proposed sidewalk projects should be included in the City of Atlanta's Comprehensive Transportation Plan (CTP), currently being developed, and in DeKalb County's CTP. The City of Atlanta should target available Quality of Life Bond funds to begin implementation of key sidewalk projects, working with the NPUs to identify top priorities.

Bicycle Routes – The area includes a strong and active cycling community that desires a safer system of routes and facilities to connect to the City's existing system.

 The plan identifies new route opportunities and facility policies to create safe and attractive cycling routes and promote bicycle use as a viable transportation alternative.

Short-term Action: The proposed additions to the Bike Plan should be included in the City of Atlanta's Comprehensive Transportation Plan (CTP), currently being developed, and in DeKalb County's CTP. The City of Atlanta should work with the NPUs to implement short-term signing and lane striping for proposed bicycle facilities.

Land Use – The plan identifies critical future land use changes necessary to promote the proposed redevelopment and open space recommendations.

 These include changing much of the current "low density commercial" use along the corridor to "mixed- use", and changing selected and focused residential areas from "single family residential" to "low density residential" to allow for townhome type redevelopment in key areas along the corridor.

Short-term Action: The City of Atlanta should amend the Atlanta Strategic Action Plan (ASAP) to include the land use changes (LU projects) identified in the Project Matrix.

 In DeKalb County, changing the Moreland Plaza site from "suburban residential" to "town center" to promote mixed use redevelopment.

Short-term Action: DeKalb County should amend its Comprehensive Development Plan (CDP) to include the land use changes (LU projects) identified in the Project Matrix.

Quality of Life Design Character – Throughout the corridor there is a need to enhance the design and site planning standards for future redevelopment.

- The plan recommends the use of the City of Atlanta's Quality-of-Life zoning design standards in order to implement the pedestrian-oriented design standards.
- In addition, the plan outlines "model development guidelines" (Appendix 4) that the community has developed in order to help regulate future mixeduse redevelopment projects.

Short-term Action: Redevelopment proposals and rezoning in the corridor should be reviewed by the City of Atlanta and DeKalb County in order to assess their consistency with the recommended design standards and form. The City's Quality of Life Zoning categories should be employed wherever possible for future rezoning. SouthStar CDC should work with DeKalb County to develop an appropriate mixeduse zoning category for this corridor that is similar to Atlanta's Quality of Life mixed use categories, as part of their upcoming zoning code update process.

Housing – The community identified the need and desire to promote a mix of housing that accommodates affordable workforce housing, opportunities for senior housing, and a range of housing types that create diversity in the corridor.

- The plan identified and designed concepts for key redevelopment sites that illustrate how a range of housing types and product could be accommodated (specifically for the Moreland Plaza and Thomasville Heights Housing project sites) with land use and zoning recommendations to support a range of use (City's Quality-of-Life Districts).
- The corridor is eligible to utilize the City's Renewal Communities Program (RC) and Urban Enterprise Zone (UEZ) Programs to incentivize the inclusion of workforce housing in redevelopment projects.
- In addition, the redevelopment of the Thomasville Heights Housing Projects by the Atlanta Housing Authority (AHA) will be a mixedincome neighborhood with workforce housing opportunities.

Short-term Action: SouthStar CDC and the City of Atlanta should work with the Atlanta Housing Authority to guide the redevelopment of the Thomasville Heights Housing Project relative to the plan's recommendations. SouthStar CDC should work with the City of Atlanta and DeKalb County to help educate potential developers about the available incentive programs that can serve to catalyze development while ensuring the development of affordable housing in the corridor.

Open Space, Trails & Greenways – The area includes several unique open space and trail opportunities.

 Entrenchment Creek Park is a valuable open space opportunity in a floodplain area that is undevelopable. This enhanced open space would serve as a catalyst for adjacent redevelopment and provide a significant recreational resource for both the City of Atlanta and DeKalb County.

Short-term Action: DeKalb County should adopt the future land use change for this park to Conservation/ Greenspace and begin the process of purchasing this land for public use via the County's Greenspace Acquisition Program.

A number of new trails are proposed along creek corridors that would connect to the future BeltLine Trail, Entrenchment Creek Park, and the future trail systems in DeKalb County.

Short-term Action: The City of Atlanta and DeKalb County should adopt the proposed trail connections into their parks and open space plans to ensure the corridors are protected as redevelopment occurs. The City and County should begin coordination with PATH and BeltLine Inc. to identify common projects, priorities and funding to initiate implementation of key trail segments.

Projects List:

Transportation

Intersections / Traffic Signals

- **I-1: Interchange Redesign:** Reconfigure the I-20 interchange with Moreland Ave. as a diamond interchange with signals on the bridge
- **I-2: Intersection realignment:** Realignment of the Glenwood intersection to remove offset
- **I-3: Intersection realignment:** Realignment of the Skyhaven Road / East Confederate Ave. intersection with Moreland Ave to remove offset
- **I-4: New Traffic Signal:** Install new traffic signal at the intersection of Moreland Dr. and Moreland Ave.

Pedestrian Crossings:

Crossing shown in the map and listed below are priority crossings requiring immediate implementation. In addition. In addition, the plan recommends the implementation of safety enhancements at the pedestrian crossings identified in Appendix 3: Health Review of Moreland Avenue.

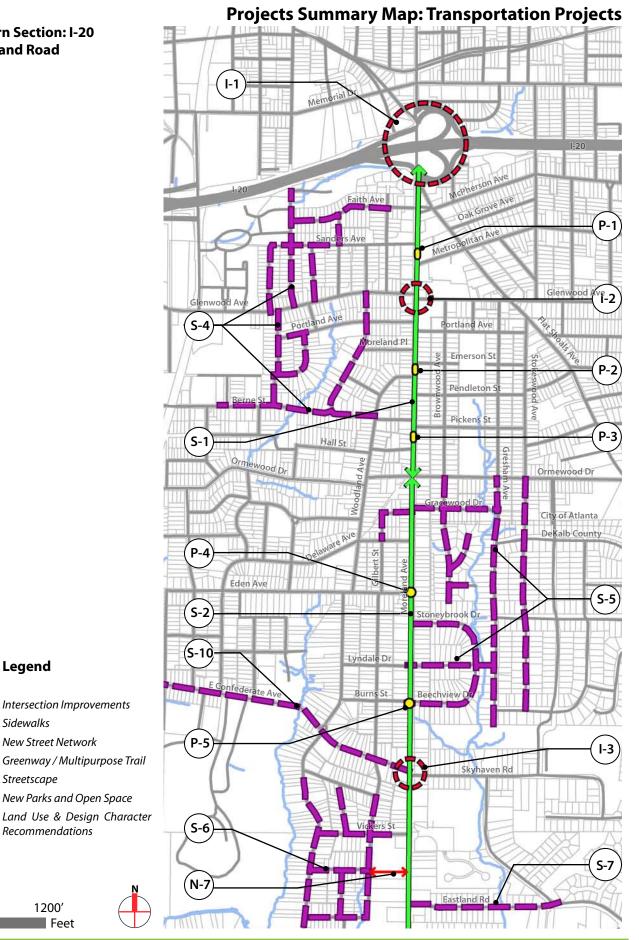
- **P-1: Unsignalized Landscaped Pedestrian Crossings:** Install landscaped pedestrian crossing islands in center turn lane on Moreland Ave. between Metropolitan Ave. and Sanders Ave.
- **P-2: Unsignalized Landscaped Pedestrian Crossings:** Install landscaped pedestrian crossing islands in center turn lane on Moreland Ave. between Woodland Ave. and Emerson Street
- P-3: Unsignalized Landscaped Pedestrian Crossings: Install landscaped pedestrian crossing islands in center turn lane on Moreland Ave. between Pickens Street and Hall Street
- **P-4: Signalized Pedestrian Crossings (HAWK):** Install HAWK pedestrian signalized crossing across Moreland Ave at Eden Ave.

- P-5: Signalized Pedestrian Crossings (HAWK): Install HAWK pedestrian signalized crossing across Moreland Ave at Burns St../Beechview Dr.
- **P-6: Signalized Pedestrian Crosswalks:** Upgrade pedestrian crosswalk markings and provide ADA access, install countdown ped. signals
- **P-7: Unsignalized Pedestrian Crosswalks:** Upgrade signing and pavement markings for unsignalized crosswalks

New Streets / Network

- **N-1: Entrenchment Creek Parkway:** New 2-lane street parallel to Moreland Ave. along Entrenchment Creek from McDonough Blvd. to Custer Ave.
- **N-2: Network opportunities Moreland Shopping Plaza:** Various network connections that are possible with redevelopment. Evaluate the possibility of new signal on Moreland Ave. south of Custer for additional access
- N-3: Network opportunities Redevelopment of Industrial Properties: Various network connections that are possible with redevelopment.
- **N-4: Network opportunities Thomasville Heights:** Various network connections that are possible with redevelopment. Evaluate the possibility of new signal on Moreland Ave. north of McDonough Blvd.
- **N-5: New Street:** New 2 lane North-South connections between Moreland Dr. and McDonough Blvd.
- **N-7: Knotts Street Extn:** Extend Knotts street to Moreland to coincide with the redevelopment of strip shopping center
- **N-8: Key Road Connection:** New connection between Moreland Ave. and Key Rd., takes industrial traffic off of residential/neighborhood portion of Key Rd.
- **N-9: Moreland Widening:** Widen Moreland Ave. from 4-lanes to 5-lanes from East Confederate to Custer. Includes the rebuilding of the Entrenchment Creek

Northern Section: I-20 to Eastland Road



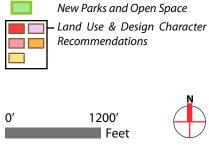
Legend

Sidewalks

Streetscape

Intersection Improvements

New Street Network



Bridge and widening of the existing narrow 9-foot lanes.

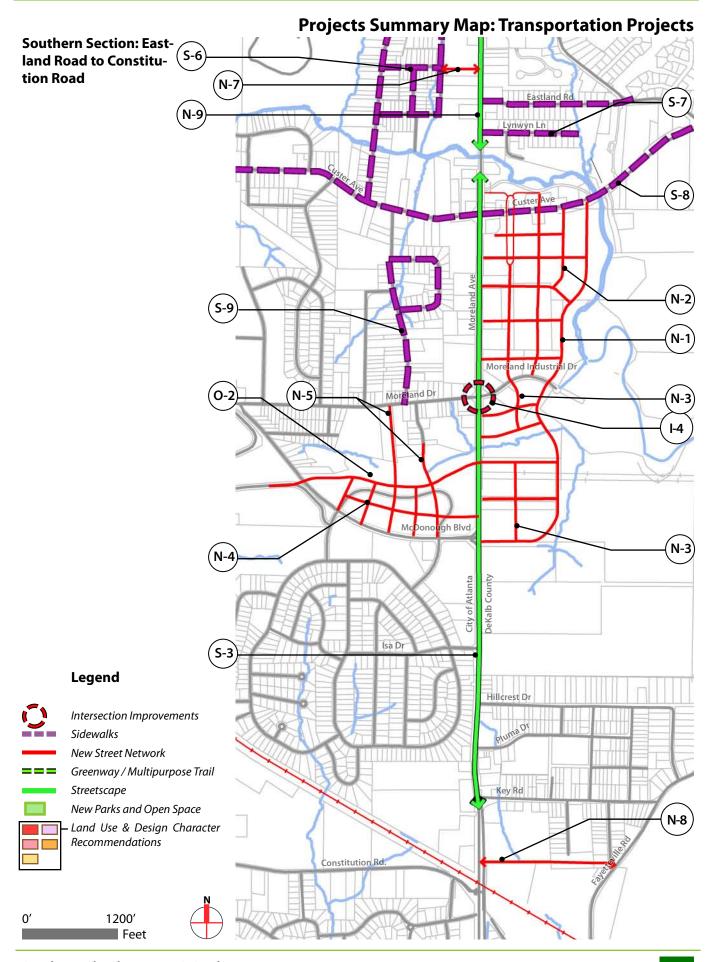
Transit

- **T-1:Bus stop enhancements:** Eliminate underutilized stops and enhance remaining bus stops to include shelters, benches, trash receptacles and route information
- **T-2: Bus Route Timing:** Rework & coordinate bus route timing on Moreland Ave. to achieve more consistent 10 min. headways.
- **T-3: Arterial transit:** Implement arterial transit with appropriate technology (Light rail or streetcar preferred over BRT) on Moreland Ave. corridor from I-20 to I-285, with future connection north to Emory University area. Design of stations to be consistent with other pedestrian and Bike recommendations from this study.
- **T-4: MARTA Bus Routes Enhancement:** Enhance existing bus routes or establish new routes to provide direct routes (without transfer at Inman Park Station) from Moreland Ave. to key destinations like Little Five Points, Druid Hills, Virginia Highlands, Emory University and the CDC.

Streetscape / Sidewalks

- **S-1:Moreland Ave Streetscape from I-20 to Ormewood Avenue** with street trees, pedestrian lighting and concrete sidewalk with landscaped short median islands
- **S-2:** Moreland Ave Streetscape from Ormewood Avenue to Custer Avenue with street trees, pedestrian lighting and concrete sidewalk
- **S-3:** Moreland Ave Streetscape from Custer Avenue to Constitution Road with street trees, pedestrian lighting and concrete sidewalk with landscaped median
- **S-4: Install Sidewalks:** in the Ormewood neighborhood in areas north and south of Glenwood Ave.

- **S-5: Install Sidewalks:** in the Dekalb County portion of the East Atlanta neighborhood along Stokeswood Ave., Gresham Ave. Beecher Ave. etc.
- **S-6: Install Sidewalks:** along neighborhood streets in the Vickers street area south of E. Confederate Ave.
- **S-7: Install Sidewalks:** along Eastland Road and Lynwyn Lane in the Eastland Heights neighborhood
- S-8: Install Sidewalks: Custer Ave
- **S-9: Install Sidewalks:** Woodland Ave and surrounding streets
- **S-10: Install Sidewalks:** along Confederate Ave from Moreland Avenue to the BeltLine



Bicycle Projects:

The map on page 5-13 shows projects proposed as a part of the Moreland Ave. LCI study in the context of other existing or planned bicycle routes mapped from the City of Atlanta's - Atlanta Commuter On-Street Bike Plan (1995). Designation as a bike route can be possible in a number of ways:

- Dedicated Bike lanes (minimum 5 feet) on streets where the right-of -way permits.
- Installing signage to indicate a bike route and where there may not be adequate space for bike lanes, marking shared lane symbols (sharrows) that indicate cyclists can use the whole lane. These also help make automobile users aware of a "share the road" policy for a designated bike route and improve safety for cyclists.
- Provide bike boxes that bring cyclists to the front of the line at traffic lights and provides priority crossing, turning and right-hook conflict at intersections.

In addition to designation of bike routes, destination and commercial establishments should be encouraged to provide bike racks and relevant street furniture for safe storage of bicycles.

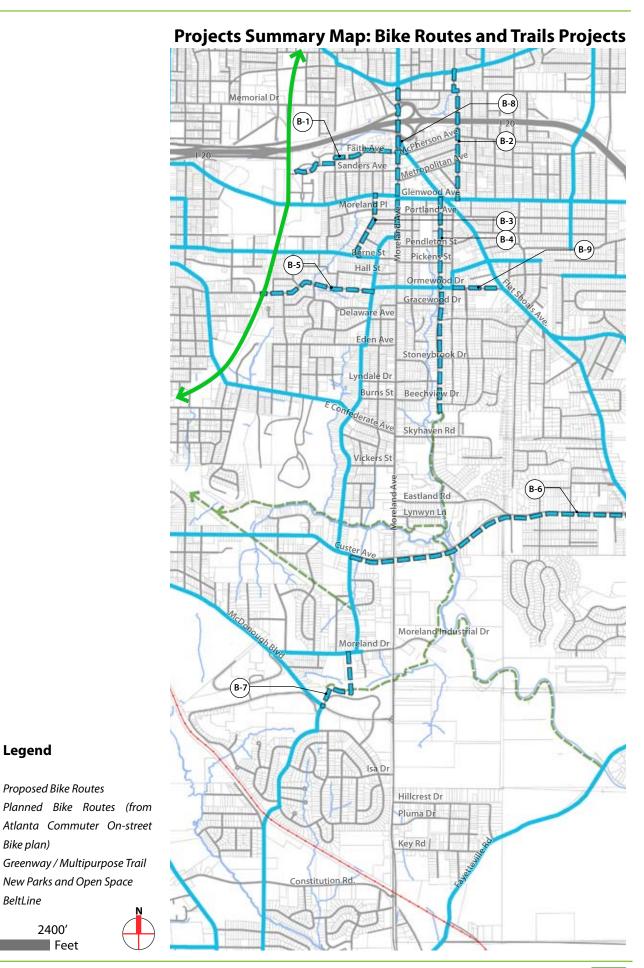


Pictures from BikePortland.org show implemented sharrows and Bike Boxes in Portland Oregon.

Specific recommendations for Moreland Ave. from Woodland Ave to I-20:

- Provide bike lanes on the I-20 bridge either through the potential reconfiguration of the interchange or future widening/rebuilding.
- Provide a 2-foot bikeable shoulder on Moreland Avenue from Glenwood Avenue to Memorial Drive, to be implemented through relocating the outside curb 2-feet back as redevelopment occurs.
- Stripe "sharrows" (shared lane markings) on the outside lanes on Moreland Avenue. These markings are intended to help cyclists better position themselves on roadways and increase driver awareness of cyclists where bicyclelanes are the recommended treatment, but which cannot be striped because lack of adequate space.
- Include "Bike Boxes" at intersections. Bike boxes are an intersection striping safety design to prevent bicycle/car collisions at signalized intersections between drivers turning right and bicyclists going straight ("right-hook" collisions).





2400' Feet

Legend

Bike plan)

BeltLine

Proposed Bike Routes

Bicycle Routes:

The intent of these bicycle routes is to augment and make key connections to several bicycle route systems planned by the City of Atlanta or DeKalb County.

- **B-1: Designate Bike Route:** along Faith Avenue from Flat Shoals Ave. to the BeltLine through the Glenwood Park development.
- **B-2: Designate Bike Route:** along Haas Ave., MLK Blvd. and Dahlgren Street connecting Glenwood avenue to Arkwright Ave.
- **B-3: Designate Bike Route:** Along Hemlock Circle from Berne Street to Glenwood Ave.
- **B-4: Designate Bike Route:** Along Gresham Ave. from Edgemore Drive to Glenwood Ave.
- **B-5: Designate Bike Route:** Along Ormewood Ave. from Moreland Ave. to the BeltLine.
- **B-6: Designate Bike Route:** Along Custer Ave. and Eastland Road from Woodland Ave. to Bouldercrest Road.
- **B-7: Designate Bike Route:** From Headland Drive to McDonough Blvd. along new street network built as a part of the Thomasville Heights Redevelopment.
- **B-8: Designate Bike Route:** Along Moreland Avenue from Woodland Ave to Memorial Drive (across I-20 bridge)
- **B-9: Designate Bike Route:** Along Ormewood Avenue from Stokeswood Ave to Flat Shoals Ave.

Land Use Implementation Actions:

LU-1: Future land use change from Traditional Neighborhood to Conservation/Greenspace:Potential park and open space opportunity on undevelopable piece of land near the corner of Gresham and Edgemore Dr.

LU-2: Future land use change from Suburban Residential to Conservation/Greenspace. Potential park and open space opportunity in the floodplain of Entrenchment Creek at the corner of Custer Ave and Moreland Ave.

LU-3: Future land use change from Industrial to Conservation/Greenspace. Potential greenway and open space opportunity along the creek system connecting Thomasville Heights and Entrenchment Creek to be developed in conjunction with proposed redevelopment of industrial properties along Moreland Ave.

LU-5: Future Land Use change from Single Family Residential to Low-Density Residential: Encourages redevelopment into a townhome type residential density that allows a transition from single family residential to the commercial fronting Moreland Ave.

LU-6: Future Land Use change from Low Density Residential to High Density Residential: Encourages redevelopment into townhome, multi-family and mixed-use and increases intensity to allow for 4-5 storied development.

LU-7: Future Land Use change from Suburban Residential character area to Town Center character area: Encourages the redevelopment of Moreland Plaza into a mixed used development with residential, retail, senior housing, and office components.

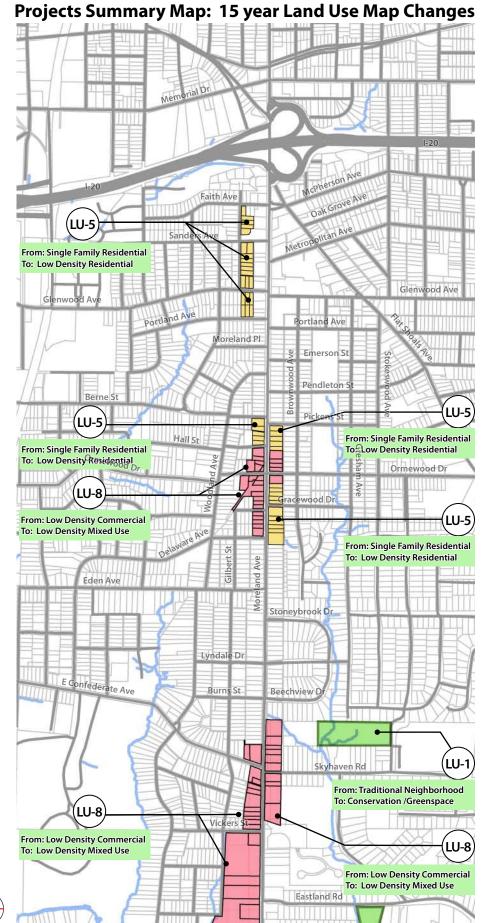
LU-8: Future Land Use change from Low Density Commercial to Low Density Mixed Use: Encourages the redevelopment of strip commercial properties into a mixed used development with residential, retail, and/or office components.

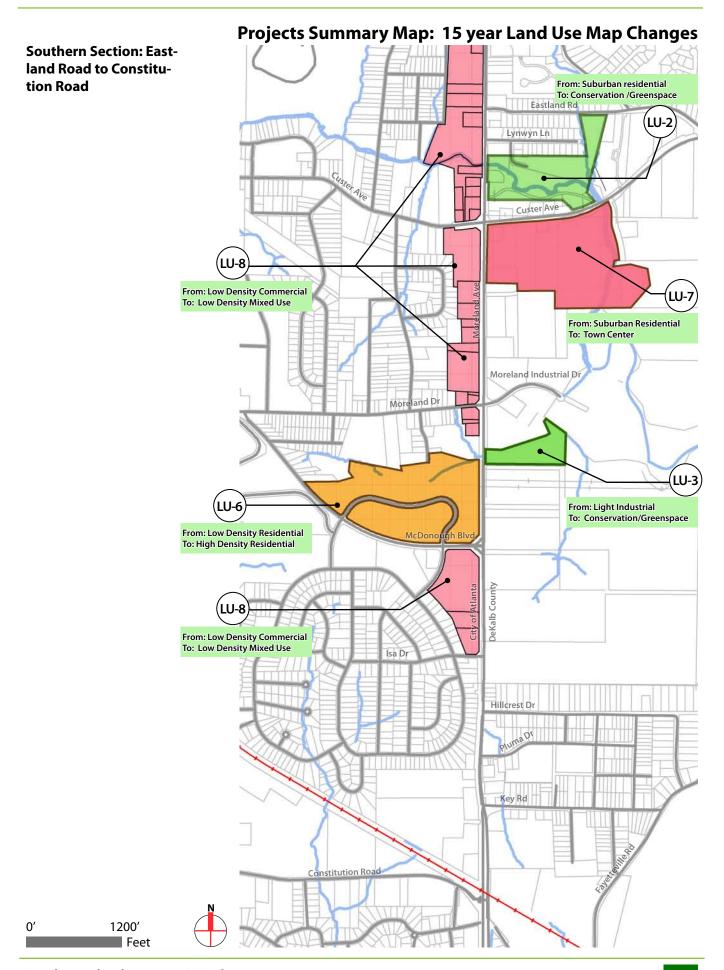
Housing Implementation Actions:

H-1: Utilize the City of Atlanta's Existing Renewal Community (RC) and Urban Enterprise Zone (UEZ) programs to encourage affordable housing development as part of the proposed redevelopment of the corridor.

H-2: Utilize the Quality of Life Zoning Districts to encourage affordable/senior housing developments in new redevelopment projects (these districts include incentives for affordable housing).

Northern Section: I-20 to Eastland Road

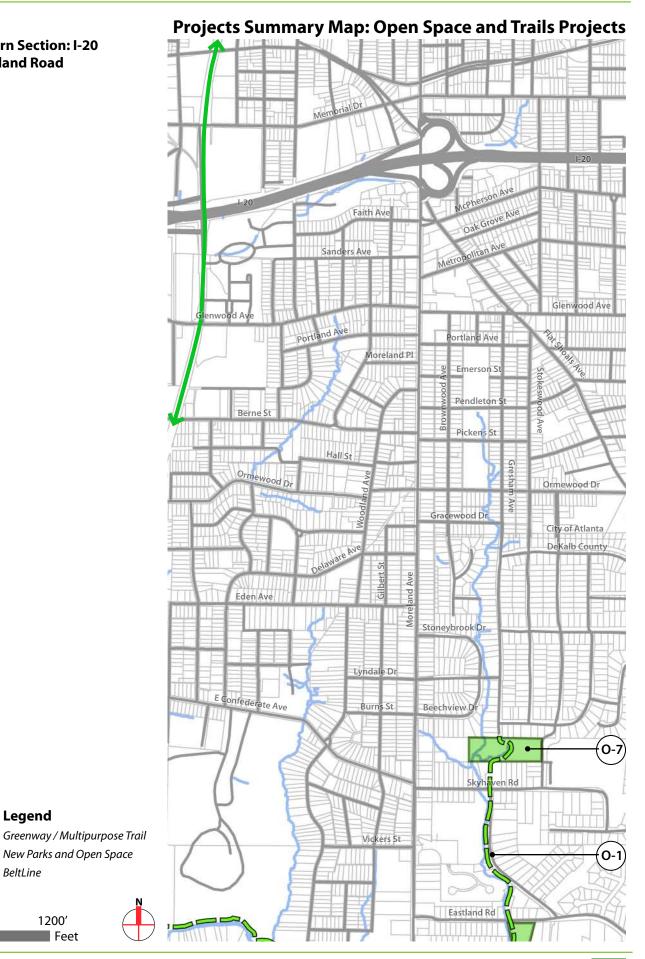




Open Space, Trails & Greenways

- **O-1:** Entrenchment Creek Trail: this potential trail connects the Thomas ville Heights trail and green space, and the Entrenchment Creek greenway with the East Atlanta Village and provides a valuable pedestrian and bike connection that parallels Moreland Ave. Will require bridging Entrenchment creek and future open space dedication in portions of its floodplain
- **O-2:** Thomasville Heights Trail: this potential trail begins at the Thomasville Heights park and greenspace and connects with the Entrenchment Creek trail under Moreland Ave.
- **O-3:** Entrenchment Creek Trail (west): Connects west from Entrenchment Creek Park along the creek with potential to connect to BeltLine.
- **O-4:** Powerline Trail (BeltLine connection): This potential trail connection in the poweline easement can connect all the way up to the BeltLine
- **O-5:** Entrenchment Creek Trail (south): this potential trail runs along Entrenchment Creek to connect up to Constitution Road. Will require future open space dedication in portions of the Entrenchment Creek floodplain
- **O-6:** Entrenchment Creek Park: Acquisition and park improvement of the Entrenchment Creek floodplain between Custer and Moreland Ave.
- **O-7:** Gresham Park: Acquisition and park improvement of property at the south end of Gresham Ave. provides a critical north-south trail connection and us adjacent to the Skyhaven Elementary School.

Northern Section: I-20 to Eastland Road



1200'

Feet

Legend

BeltLine

0'

Projects Summary Map: Open Space and Trails Projects Southern Section: Eastland Road to Constitution Road Eastland Rd Custer Ave 0-6 0-4 Moreland Industria Moreland Dr McDonough Blvd City of Atlanta Legend Proposed Bike Routes Planned Bike Routes (from previous plans) Greenway / Multipurpose Trail New Parks and Open Space Constitution Rd. 0' 1200' Feet

Project Matrix:

Cost Estimates

The cost estimates provided in the Project Matrix are macro-level planning estimates and will need to be revised and updated over time. The estimates are based on the ARC's Cost Estimation Tool methodology. All assumptions and estimate details are provided in Appendix 5.

Project Matrix Abbreviations

COA: City of Atlanta

CIP: Capital Improvement Projects

QOL: Quality of Life Bonds **LCI:** Livable Centers Initiative

GDOT: Georgia Department of Transportation

TPL: Trust for Public Lands

CMAQ: Congestion Management and Air Quality

Funds

TE: Transportation Enhancement Funds

TIF: Transportation Impact Fees **GO:** General Obligation Bonds

Priority 1: 0-5 years
Priority 2: 5-10 years
Priority 3: 10+ years

| | Local Match Amount | | | \$740,000 (20%) | \$740,000 (20%) | | \$18,000 (20%) | (20%) | (20%) | \$8,000 (20%) |
|-----------------------------|-------------------------------|----------------|---------------------------------|---|--|-----------------------|--|--|--|--|
| | | | | | | | | | | |
| | Local Match Source | | | COA | COA / DeKalb County | | COA / DeKalb County | COA / DeKalb County | COA / DeKalb County | COA / DeKalb County |
| | Fund- ing Source | | | GDOT LCI QOL CMAQ | GDOT | | GDOT, QOL Bonds, LCI | GDOT, QOL Bonds, LCI | GDOT, QOL Bonds, LCI, CMAQ | GDOT, QOL Bonds, LCI, CMAQ |
| | Agency | | | GDOT/ City of Atlanta | GDOT/ City of Atlanta | | GDOT/ City of Atlanta | GDOT/ City of Atlanta | GDOT/ City of Atlanta | GDOT/ City of Atlanta |
| | Total Project Cost | | | \$3,700,000 | \$3,700,000 | | \$90,000 | 000'06\$ | 000'06\$ | \$40,000 |
| | Construc- tion Cost | | | \$1,300,000 | \$1,785,000 | | \$81,000 | \$81,000 | \$81,000 | \$36,000 |
| | Con- struction Year | | | 2012 (for cost inflation purpose) | 2012 (for cost inflation purpose) | | 2010 - 2013 | 2010 - 2013 | 2010 - 2013 | 2010 - 2013 |
| | ROW Cost | | | \$2,300,000 | \$1,800,000 | | N/A | N/A | N/A | N/A |
| | ROW Year | | | TBD | TBD | | N/A | N/A | N/A | N/A |
| | Engi- neering Cost | | | \$100,000 | \$100,000 | | 000′6\$ | 000'6\$ | 000'6\$ | \$4,000 |
| | Engi- neer- ing Year | | | 2009 (for cost infla- tion pur- | 2009 (for cost infla- tion pur- pose) | | 2009 - 2010 | 2009 - 2010 | 2009 - 2010 | 2009 - 2010 |
| s) | Type of Improve- ment | | | Intersec- tion Improve- ments | Intersec- tion Improve- ments | | Pedestrian Improve- ments | Pedestrian Improve- ments | Pedestrian Improve- ments | Pedestrian Improve- ments |
| jects) | Pri- or- ity | | | - | 1 | | - | 1 | - | 1 |
| 5 Year Proje | Council District / NPU* | | | 1 & 5 (NPU W) | 1 & 5 (NPU W) | | 1 & 5 (NPU W) | 1 & 5 (NPU W) | 1 & 5 (NPU W) | 1 & 5 (NPU W) |
| | City / County | | | City of Atlanta | City of Atlanta / DeKalb County | | City of Atlanta / DeKalb County | City of Atlanta / DeKalb County | City of Atlanta / DeKalb County | City of Atlanta / DeKalb County |
| ort term | Location | | | Glenwood Ave. and Mo- reland Ave. | E. Con- federate / Skyhaven and Moreland Ave. | | Between Met- ropolitan Ave and Sanders Ave. | Between Woodland Ave. and Emerson Street | Between Met- ropolitan Ave and Sanders Ave. | At Eden Avenue Inter- section |
| Project Matrix (Short term: | Description | TRANSPORTATION | Intersections / Traffic Signals | Realignment of the Glenwood intersection to remove offset. (Cost determined using ARC Costing Tool) | Realignment of the Skyhaven Road / East Confederate Ave. intersection with Moreland Ave to remove offset. (Cost determined using ARC Costing Tool) | Pedestrian Crossings: | Landscaped Pedestrian Crossings: Install landscaped pedestrian crossing island in the center turn lane on Mooreland Ave. (Cost is per crossing, assumes \$40,000 for HAWK signal) | Landscaped Pedestrian Crossings: Install landscaped pedestrian crossing island in the center turn lane on Mooreland Ave. (Cost is per crossing, assumes \$40,000 for HAWK signal) | Landscaped Pedestrian Crossings: Install landscaped pedestrian crossing island in the center turn lane on Mooreland Ave. (Cost is per crossing, assumes \$40,000 for HAWK signal) | Signalized Pedestrian Crossings (HAWK): Install HAWK prdestrian signalized crossing across Moreland Ave. (Cost: \$40,000 for HAWK signal) |
| Proj | ID | TRANS | Interse | 1-2 | 1-3 | Pedest | P-1 | P-2 | P-3 | P-4 |

| nut p | 0 _ | 000 | | | | | | 480 |
|-------------------------------|--|--|--------------------------------|---|--|--|--------------------------|--|
| Local Match Amount | \$8,000 | \$224,000 (20%) | | | | | | \$144,480 (20%) |
| Local Match Source | COA / DeKalb County | COA / DeKalb County | COA / DeKalb County | | COA / DeKalb County | COA / DeKalb County | | COA / DeKalb County |
| Fund- ing Source | GDOT, QOL Bonds, LCI, CMAQ | GDOT, QOL Bonds, LCI, CMAQ | MARTA / DeKalb | Co. (in DeKalb Co. CTP) | MARTA / DeKalb Co. (in DeKalb Co. (co. | MARTA / DeKalb Co. (in DeKalb Co. Co. | | CIP / QOL Bonds / LCI |
| Agency | GDOT/ City of Atlanta | GDOT/ City of Atlanta | MARTA / DeKalb Co. | | MARTA / DeKalb Co. | MARTA / Dekalb Co. (in Dekalb Co. CTP) | | City of Atlanta |
| Total Project Cost | \$40,000 | \$1,120,000 | ТВD | | TBD | TBD | | \$722,400 |
| Construc- tion Cost | \$36,000 | \$1,008,000 | TBD | | N/A | N/A | | \$650,160 |
| Con- struction Year | 2010 - 2013 | 2010 - 2013 | 2009- 2013 | | TBD | N/A | | 2010 - 2013 |
| ROW Cost | N/A | N/A | N/A | | N/A | N/A | | N/A |
| ROW Year | N/A | N/A | N/A | | N/A | N/A | | N/A |
| Engi- neering Cost | \$4,000 | \$112,000 | N/A | | N/A | N/A | | \$72,240 |
| Engi- neer- ing Year | 2009 - | 2009 - | N/A | | N/A | N/A | | 2009- |
| Type of Improve- ment | Pedestrian Improve- ments | Pedestrian Improve- ments | Transit | | Transit | Transit | | Pedestrian Improve- ments |
| ity or ity | - | - | - | | - | - | | - |
| Council District / NPU* | 1 & 5 (NPU W) | 1 & 5 (NPU W) | 1 & 5 (NPU W, Z) | District 3 (DeKalb) | 1 & 5 (NPU W, Z) District 3 (DeKalb) | 1 & 5 (NPU W, Z) District 3 (DeKalb) | | 1 & 5 (NPU W) |
| City / County | City of Atlanta / DeKalb County | City of Atlanta / DeKalb County | City of Atlanta / DeKalb | County | City of Atlanta / DeKalb County | City of Atlanta / DeKalb County | | City of Atlanta / DeKalb County |
| Location | At Burns St./ Beechview Street inter- section | All signalized interections in the corridor | | | | | | Neighbor- hood streets between I-20 and Orme- wood Ave. |
| Description | Signalized Pedestrian Crossings (HAWK): Install HAWK prdestrian signalized crossing across Moreland Ave. (Cost: \$40,000 for HAWK signal) | Signalized Pedestrian Crosswalks: Upgrade pedestrian crosswalk markings and provide ADA access, install countdown pedestrian signals (cost: assumes \$160,000 per signal for 7 signals) | | remaining bus stops to include shelters, benches, trash receptacles and route information | Rework & coordinate bus route timing on Moreland Ave. to achieve more consistent 10 min. headways. | MARTA Bus Routes Enhancement: Enhance existing bus routes or establish new routes to provide direct routes (without transfer at Inman Park Station) from Moreland Ave. to key destinations like Little Five Points, Druid Hills, Virginia Highlands, Emory University and the CDC. | Streets cape / Sidewalks | Install Sidewalks: in the Ormewood neighborhood in areas north and south of Glenwood Ave. (2.1 miles @ \$344,000/mile) |
| Ω | P-5 | P-6 | Transit | | 1-2 | T-4 | Streets | 5-4 |

| Description Location Install Sidewalks: in the East Alanta Dekalb County portion neighbor- | Locati East Al | on anta oor- | County County DeKalb County | Council District / NPU* | ity - | Iype of Improve-ment Pedestrian Improve- | Engi- neer- ing Year N/A | Engi- neering Cost \$99,760 | Year N/A | ROW Cost | Construction Year 2010-2013 | Construction Cost | ect Cost ect Cost \$997,600 | Agency DeKalb County | Fund- ing Source CIP / QOL | Local Match Source DeKalb County | Local Match Amount \$199,520 |
|--|---|--------------------|------------------------------|-------------------------|-------|--|--------------------------------------|--------------------------------------|-----------------|----------|-----------------------------|-------------------|-----------------------------|----------------------|------------------------------------|--|------------------------------|
| hood portion of unincorpo- am rated DeKalb 2.9 County | orpo- | | | | | ments | | | | | ; | | | (: | Bonds / | | (2070) |
| Install Sidewalks: along Neighbor- City of 1 (NPU neighborhood streets in the Nood streets Atlanta / W) Vickers street area - south of E. Confederate Ave. (.75 ers street and miles @ \$344,000/mile) Ave. | hbor- Gty of 1 streets Atlanta / reen Vick- DeKalb treet and County dland | | 1 (NPL W) | _ | - | Pedestrian Improve- ments | N/A | \$25,800 | N/A | N/A | 2010- 2013 | \$232,200 | \$258,000 | City of Atlanta / | CIP / QOL Bonds / LCI | COA / DeKalb County | (20%) |
| Install Sidewalks: along Eastland road DeKalb District 3 Eastland Road and Lynwyn and Lynwyn County Lane in the Eastland Heights neighborhood (.75 miles @ \$344,000/ mile). Eastland Road sidewalks from Moreland Ave. to Bouldercrast Rd. are programmed in the TIP (DK 320C). | nd road De Kalb ynwyn County | | District 3 | | - | Pedestrian Improve- ments | N/A | \$25,800 | N/A | N/A | 2010- 2013 | \$232,200 | \$258,000 | Dekalb County | CIP / QOL Bonds / LCI | Dekalb County | (20%) |
| Install Sidewalks: Custer Ave (From More- City of 1 (NPU (.6 miles @ \$344,000/mile) Eastland Rd. Dekalb trict 3 County | City of Atlanta / DeKalb County | | 1 (NPU W) Dis- trict 3 | | - | Pedestrian Improve- ments | N/A | \$41,280 | N/A | N/A | 2010- 2013 | \$371,520 | \$412,800 | DeKalb County | CIP / QOL Bonds / LCI | DeKalb County | \$82,560 (20%) |
| Install Sidewalks: Woodland Custer Ave. City of 1 (NPU Ave and surrounding streets to Powerline Atlanta / W) (.6 miles @ \$344,000/mile) Easement trail Dekalb (future). | Custer Ave. Gity of to Powerline Atlanta / Easement trail Dekalb (future). | | 1 (NPU W) | | - | Pedestrian Improve- ments | N/A | \$20,640 | N/A | N/A | 2010- 2013 | \$185,760 | \$206,400 | City of Atlanta / | CIP / QOL Bonds / LCI | COA / DeKalb County | \$41,280 (20%) |
| Install Sidewalks: E. From More- City of 1 (NPU Confederate Ave (.9 miles @ land Ave. to Atlanta W) BeltLine | City of Atlanta | | 1 (NPU W) | | - | Pedestrian Improve- ments | N/A | \$30,960 | A/N | N/A | 2010-2013 | \$278,640 | \$309,600 | DeKalb County | CIP / QOL Bonds / LCI | DeKalb County | \$61,920 (20%) |
| Bicycle Routes: | | | | | | | | | | | | | | | | | |
| Designate Bike Route: along From Flat Gity of 1 & 5 Faith Avenue from Flat Shoals Ave. to Atlanta / Shoals Ave. to the Beltline through the Glenwood Park development. | From Flat Gity of Shoals Ave. to Atlanta / the BeltLine DeKalb County | | 1 & 5 (NPU W) | | - | Bicycle Improve- ments | N/A | N/A | N/A | N/A | N/A | N/A | TBD | City of Atlanta | CIP / QOL Bonds / LCI, TE | N/A | |
| Designate Bike Route: along From Glen- DeKalb 5 (NPU Haas Ave., MLK Blvd. and wood Ave to County W) Dahlgren Street connecting Arkwright Glenwood avenue to Ave. | From Glen- DeKalb wood Ave to County Arkwright Ave. | | 5 (NPU W) | | - | Bicycle Improve- ments | N/A | N/A | N/A | N/A | A/A | N/A | TBD | City of Atlanta | CIP / QOL Bonds / LCI, TE | N/A | |

| QI | Description | Location | City / County | Council District / NPU* | Pri- or- ity | Type of Improve- ment | Engi- neer- ing Year | Engi- neering Cost | ROW Year | ROW Cost | Con- struction Year | Construc- tion Cost | Total Proj- ect Cost | Agency | Fund- ing Source | Local Match Source | Local Match Amount |
|------|---|---|--|--|--------------------|------------------------------|-------------------------------|--------------------------|-------------|----------|---------------------------|------------------------|-------------------------|---|------------------------------------|--------------------------|--------------------------|
| B-3 | Designate Bike Route: Along Hemlock Circle from Berne Street to Glenwood Ave. | From Berne Street to Glenwood Ave. | City of Atlanta | 1 (NPU W) | - | Bicycle Improve- ments | A/N | N/A | A/A | N/A | N/A | N/A | TBD | City of Atlanta | CIP / QOL Bonds / LCI, TE | A/A | |
| B-4 | Designate Bike Route: Along Gresham Ave. from Edgemore Drive to Glenwood Ave. | From Edgemore Dr. to Genwood Ave. | DeKalb County | 5 (NPU W,), | - | Bicycle Improve- ments | N/A | N/A | N/A | N/A | N/A | N/A | TBD | City of Atlanta | CIP / QOL Bonds / LCI, TE | N/A | |
| B-5 | Designate Bike Route: Along Ormewood Ave. from Moreland Ave. to the BeltLine. | From More- land Ave. to the BeltLine | City of Atlanta | 1 (NPU W) | 1 | Bicycle Improve- ments | N/A | N/A | N/A | N/A | N/A | N/A | TBD | City of Atlanta | CIP / QOL Bonds / LCI, TE | N/A | |
| B-6 | Designate Bike Route: Along Custer Ave. and Easland Road from Woodland Ave. to Bouldercrest Road. | From Wood- lane Ave. to Bouldercrest Road. | City of Atlanta / DeKalb County | 1 (NPU W,), District 3 (DeKalb) | - | Bicycle Improve- ments | N/A | N/A | N/A | N/A | N/A | N/A | TBD | City of Atlanta | CIP / QOL Bonds / LCI, TE | N/A | |
| B-7 | Designate Bike Route: From Headland Drive to McDonough Blvd. along new street network built as a part of the Thomasville Heights Redevelopment. | From Head- land Drive to McDonough Blvd. | Gity of Atlanta | 1 (NPU W, Z) | 1 | Bicycle Improve- ments | N/A | N/A | N/A | N/A | N/A | N/A | TBD | City of Atlanta | CIP / QOL Bonds / LCI, TE | N/A | |
| B-8 | Designate Bike Route: From Woodland Ave to I-20: with bikelanes on bridge, and 2' bikeable shoulder and sharrows between the bridge and Woodland Ave. | From I-20 bridge to Woodland Ave. | Gity of Atlanta | 1 (NPU W, Z) | ٦ | Bicycle Improve- ments | N/A | N/A | N/A | N/A | N/A | N/A | TBD | City of Atlanta | CIP / QOL Bonds / LCI, TE | N/A | |
| B-9 | Designate Bike Route: Along Ormewood Ave | From Stokes- wood Ave. to Flat Shoals Ave. | City of Atlanta / DeKalb County | 1 (NPU W, Z) District 3 | - | Bicycle Improve- ments | N/A | N/A | N/A | N/A | N/A | N/A | TBD | City of Atlanta / DeKallb County | CIP / QOL Bonds / LCI, TE | N/A | |
| LAND | LAND USE RECOMMENDATIONS | | | | | | | | | | | | | | | | |
| LU-1 | Future land use change from Traditional Neighborhood to Conservation/Greenspace. Potential park and open space opportunity on undevelopable piece of land near the corner of Gresham and Edgemore Dr. | Parcel at the corner of Gresham and Edgemore Dr. | DeKalb County | District 3 | - | | N/A | N/A | N/A | N/A | N/A | N/A | N/A | DeKalb County | Staff Time | N/A | |

| | <u> </u> | | | | |
|-------------------------------|--|---|--|---|--|
| Local Match Amount | | | | | |
| Local Match Source | N/A | N/A | N/A | A/A | N/A |
| Fund- ing Source | Staff Time | Staff Time | Staff Time | Staff Time | Staff Time |
| Agency | DeKalb County | DeKalb County | City of Atlanta | City of Atlanta | DeKalb |
| Total Proj- ect Cost | N/A | N/A | N/A | N/A | N/A |
| Construc- tion Cost | N/A | N/A | N/A | N/A | N/A |
| Con- struction Year | N/A | N/A | N/A | N/A | N/A |
| ROW Cost | N/A | N/A | N/A | N/A | N/A |
| ROW Year | N/A | N/A | N/A | N/A | N/A |
| Engi- neering Cost | 4 2 | ₹ Z | N. A | N/A | N/A |
| Engi- neer- ing Year | A/N | Υ Σ | ۷ ک | V | N/A |
| Type of Improve- ment | | | | | |
| Pri ity - | - | - | - | - | - |
| Council District / NPU* | District 3 | District 3 | 1 & S (NPU W,) | 1 (NPU Z) | District 3 |
| City / County | DeKalb County | DeKalb County | City of Atlanta | City of Atlanta | DeKalb County |
| Location | Intrench- ment creek floodplain near More- land Ave. and Custer Ave. | Between Moreland Dr. and McDonough Blvd. | Select Single Family Prop- erties fronting Moreland Ave. | Thomasville Heights | Moreland Plaza Site |
| Description | Future land use change from Suburban Residential to Conservation/Greenspace. Potential park and open space opportunity in the floodplain of Entrenchment Creek at the corner of Custer Ave and Moreland Ave. | Future land use change from Industrial to Conservation/Greenspace. Potential greenway and open space opportunity along the creek system connecting Thomasville Heights and Entrenchment Creek to be developed in conjunction with proposed redevelopment of industrial properties along Moreland Ave. | Future Land Use change from Single Family Residential to Low-Density Residential: Encourages redevelopment into a townhome type residential density that allows a transition from single family residential to the commercial fronting Moreland Ave. | Future Land Use change from Low Density Residential to High Density Residential: Encourages redevelopment into ritownhome, multi-family and mixed-use and increases intensity to allow for 4-5 storied development. | Future Land Use change from Suburban Residential character area to Town Center character area: Encourages the redevelopment of Moreland Plaza into a mixed used development with residential, retail, senior housing, and office components. |
| ۵ | LU-2 | E-U1-3 | rn-5 | 9-01 | LU-7 |
| | | | | | |

| Local Match Amount | | | | | | | | | | |
|-------------------------------|---|--|--|--|---|---|--|---|---|---|
| Local Match Source | N/A | | | N/A | N/A | N/A | | | | |
| Fund- ing Source | Staff Time | | | Staff Time | Staff Time | Staff Time | | | | |
| Agency | City of Atlanta | | | City of Atlanta | City of Atlanta | City of Atlanta | | | | |
| Total Proj- ect Cost | N/A | | | N/A | N/A | Z/A | | | | |
| Construc- tion Cost | N/A | | | N/A | N/A | N/A | | | | |
| Con- struction Year | N/A | | | N/A | N/A | N/A | | | | |
| ROW Cost | N/A | | | N/A | N/A | N/A | | | | |
| ROW Year | N/A | | | N/A | N/A | N/A | | | | |
| Engi- neering Cost | N/A | | | N/A | N/A | N/A | | | | |
| Engi- neer- ing Year | N/A | | | N/A | V/A | N/A | | | | |
| Type of Improve- ment | | | | | | | | | | |
| Pri- ity | - | | | | | | | 1 | 1 | 1 |
| Council District / NPU* | 1 & 5 (NPU W, Z) | | | 1 & 5 (NPU W) | 1 & 5 (NPUW) | 1 & 5 (NPU W) | | | | |
| City / County | City of Atlanta | | ATIONS | City of Atlanta | City of Atlanta | City of Atlanta | | | | |
| Location | Various commercial properties along the corridor | | ER RECOMMEND | The west side of Moreland Avenue from Faith Avenue to Portland Avenue | Moreland Avenue from Berne Street to Delaware Avenue | Moreland Avenue from Hall Street to Delaware Avenue | | | | |
| Description | Future Land Use change from Low Density Commercial to Low Density Mixed Use: Encourages the redevelopment of strip commercial properties into a mixed used development with residential, retail, and/ or office components. | | QUALITY OF LIFE DESIGN CHARACTER RECOMMENDATIONS | Encourages the redevelopment of blocks on the west side of Moreland Avenue via townhome scale and transition to mixed use along Moreland Avenue. | Support the redevelopment of single-family homes fronting on Moreland into townhome scale residential and/or live work development. Parking located behind buildings. | Regulates the scale and character of development on the existing commercially zoned properties. Future commercial should be QoL standards; development should be mixed use up to 5 stories. | | | | |
| ⊆ | Fn-8 | | QUALI | 0-1 | Q-3 | Q-4 | | | | |

| Local Match Amount | | | | | |
|-------------------------------|---|---|---|---|---|
| Local Match Source | ۷ کا | N/A | N/A | N/A | N/A |
| Fund- ing Source | Staff Time | Staff Time | Staff Time | Staff Time | Staff Time |
| Agency | City of Atlanta | DeKalb County | City of Atlanta | DeKalb County | Gity of Atlanta |
| Total Project Cost | N/A | N/A | N/A | N/A | N/A |
| Construc- tion Cost | N/A | N/A | N/A | N/A | N/A |
| Con- struction Year | N/A | N/A | N/A | N/A | N/A |
| ROW Cost | N/A | N/A | N/A | N/A | N/A |
| ROW Year | N/A | N/A | N/A | N/A | N/A |
| Engi- neering Cost | N/A | N/A | N/A | N/A | N/A |
| Engi- neer- ing Year | ۷ ۷ | N/A | N/A | N/A | N/A |
| Type of Improve- ment | | | | | |
| iţ o r | - | - | - | - | - |
| Council District / NPU* | 1 & 5 (NPU W) | District 3 | 1 (NPU W) | District 3 | 1 (NPU Z) |
| City / County | City of Atlanta | DeKalb County | City of Atlanta | DeKalb County | Gity of Atlanta |
| Location | Moreland Avenue from Skyhaven Road to Custer Avenue. | Moreland Avenue at Custer Avenue | The west side Moreland Avenue from Custer Avenue to Moreland Drive | Eastside of Moreland Avenue from south of Moreland Plaza to just south of McDonough Boulevard | |
| Description | Support the redevelopment of suburban commercial land uses along the corridor. Future development should follow QoL standards. Mixed use up to 5 stories. | Encourages the redevelopment of the Moreland Plaza Shopping Center into a large-scale mixed use center. Buildings range up to 10 stories; provide access to Entrenchment Creek. | Support the redevelopment of suburban commercial land uses along the corridor. Future commercial should follow QoL standards with parking located in back and a maximum building height of 5 stories. | Support the redevelopment of existing warehouse industrial uses into more employment-intense office, "green" industry, flex-office, and distribution. Development should provide connectivity and follow QoL standards. | Support the redevelopment of the Thomasville Heights Housing Project into a mixed income residential neighborhood. Provide new parks & open spaces with a potential for civic uses. Building height up to 10 stories; neighborhood commercial encouraged. |
| Ω | Q-5 | O-9 | Q-10 | Q-13 | Q-14 |

| Local Match Amount | | | | | | |
|-----------------------------------|--|--|-------------------------|---|---|--|
| Local Lo Match M. Source Ar | N/A | A/A | | N/A | N/A | |
| Fund- ing Source | Staff Time | Staff Time | | Staff Time | Staff | |
| Agency | City of Atlanta | Dekalb County | | City of Atlanta | City of Atlanta | |
| Total Proj- ect Cost | N/A | N/A | | N/A | N/A | |
| Construc- tion Cost | N/A | N/A | | N/A | N/A | |
| Con- struction Year | N/A | N/A | | N/A | N/A | |
| ROW Cost | N/A | N/A | | N/A | N/A | |
| ROW Year | N/A | V/A | | A/N | N/A | |
| Engi- neering Cost | N/A | N/A | | N/A | Ν/Α | |
| Engi- neer- ing Year | N/A | N/A | | N/A | N/A | |
| Type of Improve- ment | | | | | | |
| Pri- ity | - | - | | - | - | |
| Council District / NPU* | 1 (NPU Z) | 1 (NPU Z) and District 3 (DeKalb) | | NPU W & Z | NPU W & Z | |
| City / County | City of Atlanta | City of At- lanta and DeKalb County | | City of Atlanta | City of Atlanta | |
| Location | West side of Moreland Avenue from McDonough Boulevard to Isa Drive | Moreland Avenue from Hillcrest Drive to Constitu- tion Road | | Corridor Wide | Corridor Wide | |
| Description | Support the redevelopment of suburban commercial land uses along the corridor. Future commercial development should follow the City's QoL standards. A mix of uses is encouraged; building should be a maximum of 5 stories. | Support the redevelopment of suburban commercial land uses along the corridor. Future commercial development should follow mix of uses is encouraged; building should be a maximum of 5 stories. | HOUSING RECOMMENDATIONS | Utilize the City of Atlanta's existing Renewal Community (RC) and Urban Enterprise Zone (UEZ) programs to encourage affordable housing. | Utilize the Quality of Life Zoning Districts to encourage affordable/senior housing development in new redevelopment projects (these districts include incentives for affordable housing. | |
| Q | Q-15 | Q-16 | HOUSI | . | Н-2 | |

| | Local Match Amount | | | \$1,200,000 (20%) | \$740,000 (20%) | \$740,000 (20%) | ТВD | | \$1,000,000 (20%) |
|-------------------------------------|-------------------------------|----------------|---------------------------------|---|---|--|---|-----------------------|---|
| | Local Match Source | | | COA | COA | COA / DeKalb County | COA / DeKalb County | | Dekalb County |
| | Fund- ing Source | | | GDOT | GDOT LCI QOL CMAQ | ББОТ | GDOT | | CIP/ Private Devel- opers |
| | Agency | | | GDOT/ City of Atlanta | GDOT/ City of Atlanta | GDOT/ City of Atlanta | GDOT/ City of Atlanta/ DeKalb County | | DeKalb County |
| | Total Proj- ect Cost | | | \$5,900,000 | \$3,700,000 | \$3,700,000 | \$160,000 | | \$5,000,000 |
| | Construc- tion Cost | | | \$5,400,000 | \$1,300,000 | \$1,785,000 | \$160,000 | | 000'000'5\$ |
| | Con- struction Year | | | 2012 (for cost inflation purpose) | 2012 (for cost inflation purpose) | 2012 (for cost inflation purpose) | TBD | | TBD |
| | ROW Cost | | | N/A | \$2,300,000 | \$1,800,000 | ТВD | | TBD (private developer dedica- tion) |
| | ROW Year | | | N/A | ТВО | ТВО | TBD | | TBD |
| | Engi- neering Cost | | | \$500,000\$ | \$100,000 | \$100,000 | TBD | | |
| | Engi- neer- ing Year | | | 2009 (for cost infla- tion pur- | 2009 (for cost infla- tion pur- pose) | 2009 (for cost infla- tion pur- pose) | TBD | | TBD |
| rojects) | Type of Improve- ment | | | Intersec- tion Improve- ments | Intersec- tion Improve- ments | Intersec- tion Improve- ments | Intersec- tion Improve- ments | | Street Network |
| Proj | Pri- or- ity | | | е | 2 | 2 | е | | к |
| term | Council District / NPU* | | | 5 (NPUs W, N, O) | 1 & 5 (NPU W) | 1 & 5 (NPU W) | 1 (COA), (NPU W), District 3 (Dekalb County) | | District 3 |
| Long | City / County | | | City of Atlanta | City of Atlanta | City of Atlanta / DeKalb County | City of Atlanta / DeKalb County | | DeKalb County |
| dium or | Location | | | I-20 inter- change with Moreland Ave. | Glenwood Ave. and Mo- reland Ave. | E. Con- federate / Skyhaven and Moreland Ave. | Moreland Dr. and Moreland Ave. | | From McDonough Blvd. and Moreland Ave. intersec- tion to Custer Ave. |
| Project Matrix (Medium or Long term | Description | TRANSPORTATION | Intersections / Traffic Signals | Reconfigure the I-20 interchange with Moreland Ave. as a diamond interchange with signals on the bridge. (Cost determined using ARC Costing Tool) | Realignment of the Glenwood intersection to remove offset. (Cost determined using ARC Costing Tool) | Realignment of the Skyhaven Road / East Confederate Ave. intersection with Moreland Ave to remove offset. (Cost determined using ARC Costing Tool) | New Traffic Signal: Install new traffic signal at the intersection of Moreland Dr. and Moreland Ave. (Cost determined using ARC Costing Tool) | New Streets / Network | Entrenchment Creek Parkway: New 2-lane street parallel to Moreland Ave. along Entrenchment Creek from McDonough Blvd. to Custer Ave. (cost: 2-lane road = \$5,000,000/mile, not including ROW) |
| Proj | Q | TRANS | Inters | 7 | 1-2 | 1-3 | 4- | New S | 2 |

| Local Local Match Match Source Amount | Dekalb N/A County | Dekalb N/A County | COA N/A | COA \$30,000 (20%) | COA N/A | Dekalb N/A County |
|---------------------------------------|--|---|--|--|--|--|
| Fund- ing Source | Private Devel- opers | Private Devel- opers | Private Devel- opers | CIP / Private Devel- opers | Private Devel- opers | Private Devel- opers |
| Agency | DPCⅅ | DPCⅅ | City of Atlanta / AHA | City of Atlanta | City of Atlanta | DeKalb County |
| Total Project Cost | TBD (private developer) | TBD (private developer) | TBD (private developer) | \$1,500,000 | TBD (private developer) | TBD (private developer) |
| Construc- tion Cost | N/A | N/A | N/A | \$1,350,000 | N/A | N/A |
| Con- struction Year | N/A | N/A | N/A | TBD | N/A | N/A |
| ROW Cost | TBD (private developer dedica- tion) | TBD (private developer dedica- tion) | TBD (private developer dedica- tion) | TBD (private developer dedica- tion) | TBD (private developer dedica- tion) | TBD (private developer dedica- tion) |
| ROW Year | N/A | N/A | N/A | TBD | N/A | N/A |
| Engi- neering Cost | N/A | N/A | N/A | \$150,000 | N/A | N/A |
| Engi- neer- ing Year | N/A | N/A | N/A | TBD | N/A | N/A |
| Type of Improve- ment | Street Network | Street Network | Street Network | Street Network | Street Network | Street Network |
| Pri- ity | 2 | 2 | 2 | 7 | 7 | 7 |
| Council District / NPU* | District 3 | District 3 | 1 (NPU Z) | 1 (NPU W, Z) | 1 (NPU W) | District 3 |
| City / County | DeKalb County | DeKalb County | City of Atlanta | Gity of Atlanta | City of Atlanta | DeKalb County |
| Location | Moreland Shopping Plaza site | Industrial proper- ties along Moreland Ave between McDonough Blvd. and Custer Ave. | Thomasville Heights north of McDonough Blvd. | Between Moreland Dr. and McDonough Blvd. to the west of Moreland Ave. | South of Vickers Street | |
| Description | Network opportunities - Moreland Shopping Plaza: Various network connections that are possible with redevelopment. Esaluate the possibility of new signal on Moreland Ave. south of Custer for additional access | Network opportunities - Redevelopment of Industrial Properties: Various network connections that are possible with redevelopment. | Network opportunities - Thomasville Heights: Various network connections that are possible with are possible with tredevelopment. Evaluate the possibility of new signal on Moreland Ave. north of McDonough Bivd. | New Street: New 2 lane North-South connections between Moreland Dr. and McDonough Blvd. as part of the redevelopment of Thomasville Heights (cost: 2-lane road = \$5,000,000/ mile, not including ROW) | Knotts Street Extn: Extend Knotts street to Moreland to coincide with the redevelopment of strip shopping center | Key Road Connection: New connection between Moreland Ave. and Key Rd., takes industrial traffic off of residential/neighborhood portion of Key Rd. |
| O | N-2 | N-3 | Z 4 | N-5 | N-7 | 8-N |

| u | 000 | ō | o o | | | o l |
|-------------------------------|--|--|--|---|-------------------------|--|
| Local Match Amount | \$1,080,000 (20%) | \$660,000 (20%) | \$302,400 (20%) | | | \$608,000 |
| Local Match Source | COA / DeKalb County | COA / DeKalb County | COA / DeKalb County | COA / Dekalb County | | COA / DeKalb County |
| Fund- ing Source | GDOT, | GDOT, CIP, LCI, QOL | GDOT, CIP, LCI, QOL | MARTA / De Kalb Co. (in De Kalb Co. (co. | | GDOT /LCI, QOL |
| Agency | GDOT/ City of Atlanta | GDOT/ City of Atlanta | GDOT/ City of Atlanta | MARTA / DeKalb Co. (in DeKalb Co. CTP) | | City of Atlanta |
| Total Proj- ect Cost | \$5,400,000 | 000'00ɛ'ɛ\$ | \$1,512,000 | TBD | | \$2,736,000 \$3,040,000 |
| Construc- tion Cost | \$3,460,000 | \$2,970,000 | \$1,360,800 | TBD | | \$2,736,000 |
| Con- struction Year | TBD | TBD | TBD | TBD | | TBD |
| ROW Cost | \$1,400,000 | TBD | TBD | TBD | | N/A |
| ROW Year | TBD | | | 180 | | TBD |
| Engi- neering Cost | \$540,000 | \$330,000 | \$151,200 | TBD | | \$304,000 |
| Engi- neer- ing Year | ТВБ | TBD | TBD | DBT | | TBD |
| Type of Improve- ment | Pedes- trian and Roadway Improve- ments | Pedes- trian and Roadway Improve- ments | Pedestrian Improve- ments | Transit | | Pedestrian Improve- ments |
| Pri- or- ity | e . | ю | m | m | | 2 |
| Council District / NPU* | v) W) | 1 (NPU W) | 1 (NPU W) | 1 & 5 (NPU W. Z) District 3 (DeKalb) | | 1 & 5 (NPU W) |
| City / County | City of Atlanta / DeKalb County | City of Atlanta / DeKalb County | City of Atlanta / DeKalb County | Gity of Atlanta / DeKalb County | | City of Atlanta / DeKalb County |
| Location | From East Confederate to Custer Ave. | Entrench- ment Creek Bridge | From East Confederate to Custer Ave. | | | From I-20 interchange and Orme- wood Ave. |
| Description | Moreland Widening & Streetscape: Widen Moreland Ave. from 4-lanes to 5-lanes from East Confederate to Custer. Includes the rebuilding of the Entrenchment Creek Bridge and widening of Bridge and widening of Ine existing narrow 9-foot lanes & Streetscape. (Cost determined using ARC Costing Tool) | Rebuilding & Widening Entrenchment Creek Bridge. (Cost determined using ARC Costing Tool) | Moreland Ave Streetscape with street trees, pedestrian lighting and concrete sidewalk with landscaped median. (\$72,000/100 linear feet @ 2,100 ft.) | Arterial transit: Implement arterial transit with appropriate technology (Light rail or streetcar preferred over BRT) on Moreland Ave. corridor from I-20 to I-285, with future connection north to Emory University area. Design of stations to be consistent stations to be stational and Bike recommendations from this study. | Streetscape / Sidewalks | Moreland Ave Streetscape with street trees, pedestrian lighting and expanded 10 ft. concrete sidewalk (\$76,000/100 linear feet @ 4,000 ft.) |
| <u>0</u> | 6-Z | | | Transit | Streets | S-1 |

| Local Match Amount | \$547,200 (20%) | \$1,180,800 (20%) | | \$177,000 | 400 | \$118,000 |
|-------------------------------|--|--|--------------------------------|--|---|---|
| | | | | \$177 | \$35,400 | |
| Local Match Source | COA / DeKalb County | COA / DeKalb County | | COA / Dekalb County | COA / DeKalb County | COA / DeKalb County |
| Fund- ing Source | дорт / LCI, дорт | GDOT /LCl, QOL | | Private Devel- opers, LCI, QOL, TE | Private Devel- opers, LCI, QOL, TE | Private Devel- opers, LCI, QOL, TE |
| Agency | City of Atlanta | City of Atlanta | | DeKalb County PATH | City of Atlanta / DeKalb County / PATH | City of Atlanta / DeKalb County / PATH |
| Total Proj- ect Cost | \$2,736,000 | \$5,904,000 | | 000'5882'000 | \$177,000 | 000'065\$ |
| Construc- tion Cost | \$2,462,400 | \$5,313,600 | | \$796,500 | \$159,300 | \$531,000 |
| Con- struction Year | TBD | TBD | | TBD | TBD | TBD |
| ROW Cost | N/A | N/A | | TBD | TBD | TBD |
| ROW Year | TBD | ТВД | | 180 | TBD | TBD |
| Engi- neering Cost | \$273,600 | \$590,400 | | \$88,500 | \$17,700 | 000'65\$ |
| Engi- neer- ing Year | TBD | TBD | | 180 | TBD | TBD |
| Type of Improve- ment | Pedestrian Improve- ments | Pedestrian Improve- ments | | Trails | Trails | Trails |
| Pri ity | 2 | 2 | | 2 | 2 | 2 |
| Council District / NPU* | 1 & 5 (NPU W) | 1 (COA) (NPU W) District 3 (Dekalb) | | District 3 | 1 (NPU Z) | 1 (NPU W) |
| City / County | City of Atlanta / DeKalb County | City of Atlanta / DeKalb County | | Dekalb County | City of Atlanta / DeKalb County | City of Atlanta / DeKalb County |
| Location | From Ormewood Ave. to East Confederate Ave. | From Custer Ave. to Constitution Road. | | Moreland Ave. to Gresham Ave. along En- trenchment Creek | Thomasville Heights from McDonough Blvd. to More- land Ave. | Entrench- ment Creek from More- land Ave. to BeltLine |
| Description | Moreland Ave Streetscape with street trees, pedestrian lighting and expanded 10 ft. concrete sidewalk (\$76,000/100 linear feet @ 3,600 ft.) | Moreland Ave Streetscape with street trees, pedestrian lighting and concrete sidewalk with landscaped median. (\$72,000/100 linear feet @ 8,200 ft.) | OPEN SPACE, TRAILS & GREENWAYS | Entrenchment Creek Trail: this potential trail connects the Thomasville Heights trail and greenspace, and the Entrenchment Creek greenway with the East Atlanta Village and provides a valuable pedestrian and bike connection that parallels Moreland Ave. Will require bridging Entrenchment creek and future open space declication in portions of its floodplain. (1.5 miles @ \$590,000/mile) | Thomasville Heights Trail: this potential trail begins at the Thomasville Heights park and greenspace and connects with the Entrenchment Creek trail under Moreland Ave. (3 miles @ \$590,000/mile) | Entrenchment Creek Trail (west): Connects west from Entrenchment Creek Park along the creek with potential to connect to BeltLine. (1 miles @ \$590,000/mile) |
| Q | 5-2 | 5-3 | OPEN S | 1-0 | 0-5 | 0-3 |

| Local Match Amount | \$88,500 | \$236,000 | \$400,000 to \$800,000 | \$1,080,000 to \$240,000 |
|-------------------------------|---|---|--|--|
| Local Match Source | COA / DeKalb County | County | County | County |
| Fund- ing Source | Private Devel- opers, LCI, QOL, TE | Private Devel- opers, LCI, QOL, TE | Private Devel- opers, LCI, QOL, TE | Private Devel- opers, LCI, QOL, TE |
| Agency | City of Atlanta / DeKalb County | City of Atlanta / DeKalb County / PATH | DeKalb County Parks Dept., Open Space Acquisi- | DeKalb County Parks Dept., Open Space Acquisi- |
| Total Proj- ect Cost | \$442,500 | \$1,180,000 | \$2,000,000 to \$4,000,000 | \$5,400,000 to \$1,200,000 |
| Construc- tion Cost | \$398,250 | \$1,062,000 | \$1,800,000 to \$3,600,000 | \$4,860,000 to \$1,080,000 |
| Con- struction Year | ТВD | ТВD | ТВD | TBD |
| ROW Cost | TBD | TBD | TBD | TBD |
| ROW Year | ТВD | TBD | TBD | TBD |
| Engi- neering Cost | \$44,250 | \$118,000 | \$200,000 to \$400,000 | \$ 54,000 to \$ 120,000 |
| Engi- neer- ing Year | TBD | TBD | TBD | TBD |
| Type of Improve- ment | Trails | Trails | Open | space |
| Pri ity | 2 | ε | 2 | 2 |
| Council District / NPU* | 1 (NPU W) | District 3 | District 3 | District 3 |
| City / County | City of Atlanta / DeKalb County | DeKalb County | DeKalb County | Dekalb County |
| Location | From Morreland Ave. extending .75 miles west | From future Entrench- ment Creek Park to Key Road | Northeast corner of Mo- reland Ave. and Custer Ave. | south end of Gresham Avenue |
| Description | Powerline Trail (BeltLine connection): This potential trail connection in the poweline easement can connect all the way up to the beltline. (75 miles @ \$590,000/mile) | Entrenchent Greek Trail (south): this potential trail runs along Entrenchment Greek south to Key Road. Will require future open space dedication in portions of the Entrenchment Greek floodplain. (2 miles @ \$590,000/mile) | Entrenchment Creek Park: Acquisition and park improvement of the Entrenchment Creek floodplain between Custer and Moreland Ave. (cost: \$2-4.50/sf. For 21 acre park improvements, not including aquisition) | Gresham Park: Acquisition and park improvement of property at south end of Gresham Avenue. Provides a critical north-south trail connection and is adjacent to the Skyhaven Elementary School. (cost; \$2.4.50/sf. For 6.2 acre park improvements, not including aquisition) |
| 9 | 0-4 | 0-5 | 9-0 | 0-7 |

